(ISSN 0163-7266)

RAILFAN & RAILROAD

KODACHROME: DALE SANDERS

CV Steam

Katy's Last F-units

Chestnut Ridge Railway

WP's Feather River Canyon Line

KODACHROME: GLENN F. MONHART

Railnews

ATLANTIC COAST LINE E3 501, built in 1939 and partially upgraded to an E6 in the late 1940's, is the oldest and highest-mileage EMD E-unit in existence. Traded to GE in 1970 by SCL, 501 was bought by R. McKinley and moved to Denver Union Station. Two years ago 501 was bought by railfan Glenn Monhart of Chicago, a Service Engineer for EMD. Fired up and photographed in November 1978, the 501 is nearing serviceable status as restoration work continues. Monhart plans to move 501 to the Midwest, repaint her into original ACL purple colors and, hopefully, put her into some form of railfan excursion service.

MAINE CENTRAL GP7 572 emerged from Waterville Shops on January 4, 1979, as the only unit to be repainted in the original "B&M" red and yellow colors. As a historical gesture, 572 will be in regular service in the old colors. GP38 256 shows new revised nose herald.

EKTACHROME: DAVE ALBERT

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From the publisher's desk: RAILFAN & RAILROAD

Effective with this issue, we have combined *Railroad* Magazine—established in 1906—with RAILFAN, a comparative interloper which we started in 1974. *Railroad* Magazine, originally one of the Frank Munsey Red Star group, passed on to Popular Publications about 1940. Recently Popular decided to spin off several of their specialized publications to concentrate on a revived *Look* Magazine. As long time specialists in the railroad and hobby publishing fields, we were pleased to acquire *Railroad* with its long heritage of service to the railroad and railfan fraternities.

Old time readers of *Railroad* would perhaps like to know a little more about Carstens Publications and RAILFAN Magazine. Carstens Publications is a direct successor of Model Craftsman Publishing Company, established in 1933, and today it publishes a number of hobby magazines including RAILROAD MODEL CRAFTSMAN and FLYING MODELS, both monthly, the bi-monthly CREATIVE CRAFTS and the quarterly MINIATURE MAGAZINE. Carstens also publishes books on hobbies and railroads including such works was E. J. Quinby's INTERURBAN INTERLUDE (a history of the North Jersey Rapid Transit), and the Krause/Crist/Grenard softcover pictorials such as COLORADO MEMORIES OF THE NARROW GAUGE CIRCLE, CASS, and THE FINAL YEARS OF THE NYO&W.

Hiring out as an editor in the early 1930's, Freeman Hubbard worked a variety of editorial positions with *Railroad* over the years, and in 1954 assumed the editorship which he held until the magazine's final issue, January 1979. Still effeverscent, and a picture of health at 83, we were delighted to have Freeman as our honored luncheon guest in January when he visited the Carstens editorial offices for the first time. Although now retired from fulltime office work, Freeman will continue to act as consultant and contributor. The prime editorial responsibility for the new RAILFAN & RAILROAD will fall on Jim Boyd, who has guided RAILFAN since its inception.

If you subscribed to either RAILFAN, *Railroad* or both, your subscription will be extended for the total number of issues due you.

One unexpected part of the *Railroad* Magazine file which we acquired was a complete set of bound volumes dating back to Volume I Number 1 of October 1906. We regret that the delicate condition of these rare old magazines, now priceless, makes it impossible for us to loan these out, but we hope to make some of this material available to readers in some form in the future.

Collectors might be advised to acquire the January 1979 *Railroad* as a collector's item, along with the March 1979 RAILFAN and this first issue of RAILFAN & RAILROAD. Although we do not have back issues (including January 1979) of *Railroad* available at this time, most back issues of RAILFAN are still available from the publisher. RAILFAN'S first issue, Winter 1974, is now selling at a premium but is obtainable from back issue magazine dealers.

An interesting and very rare issue, is the December 1948 *Railroad* in the experimental large format, of which only about 1000 were printed. Editorial content and covers are not the same as the standard pulp-sized December 1948 issue. We'd like to know who has the most complete file of *Railroad* among our readers.

Hal

RAILFAN & RAILROAD

may 1979/vol.2 no.10

RAILROAD/founded 1906/vol.105 no.4

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cover

Bursting into the morning sunlight, the eastbound Western Pacific symbol freight TOF emerges from Tunnel 32 onto Spanish Creek Trestle—the main line leg of the famous Keddie Wye. The date is September 26, 1976, and the piggyback hotshot has just negotiated the Feather River Canyon on one of America's most picturesque pieces of railroad. Dale Sanders takes an in-depth look at this line, the Western Pacific's Third Subdivision, beginning on page 22. Kodachrome by Dale Sanders.

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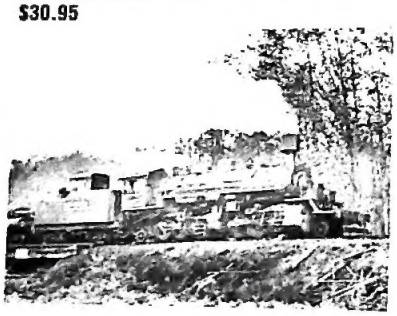

Stan Kistler

111 RODS IN THE WOODS Three lines. Begins with a petite MacMillan-Bloedel 2-6-2 doing the daily woods run, taking water etc. and one of the tank switchers pushing the cars at a spectacular water dump. Next we have Southwest Forest Industries 2-6-6-2 charging through the high country of Arizona with full loads. And the best is last: Rayonier mallets. Tank mallets 8 and 111. First, #8 on a cab hop into the woods and back fully loaded. Then, #111 heading for civilization again with logs of Bunyan size. You're inside the cab, you're pacing side by side, a flying switch and a stop for water. Sound recorded on location by Stan Kistler. 195 ft silent **$30.95** Sound **$40.95**

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Fanmail

Houston's Belt

The article "Houston's Belt" was good, but it had some minor errors in it. HB&T's TOC means *T*raffic *O*perations *C*enter not Control, according to a recent timetable. This same HB&T timetable gives two north-south mainlines: the Passenger Subdivision, which runs from Belt Junction to South Yard via Union Station; and the Freight Subdivision, which starts south of Belt Junction and runs parallel to the Passenger main to downtown, and then turns southwest and follows Almeda Road. For you scanner fans, the TOC produces a huge amount of radio traffic.

Belt Junction is also known as Tower 90, not Tower NX. Belt Junction runs CTC controls from Belt Junction north to Aldine Siding on the MoPac. Last October, Belt Junction was to lose its CTC board to TOC, but as of December 31, the CTC was still controlling that section of track.

The "Belt" is an easy road to railfan on, provided you obtain permission or passes. Most employees are friendly, and are very helpful. Just be careful when *you* railfan, so all of us can still watch this road in Houston.

MICHAEL MAZOCH
Houston, Texas

HB&T radio error

Just received your January 1979 issue and would like to point out an error in the article on the Houston Belt & Terminal. The frequency for the Rock Island should be 161.610, with the frequency for the FW&D being 161.100. The two frequencies were obviously transposed.

GARY L. STURM
Scanner Editor
Extra 2200 South
Elkhart, Ind.

We checked our information carefully, but HB&T's Jim Johnson discovered the error was made by an HB&T secretary when typing up the master list, used by both author Miller and the RAILFAN *staff–*ED.

Valley's No. 40

As usual for all issues of RAILFAN, I have read the November 1978 issue from cover to cover, and some items over several times. Being a good North Carolinian, I could not help but admire the photo of the ex-Aberdeen & Rockfish 2-8-2 No. 40 as it appeared on page 17. It is an excellent portrait.

I feel a great urge to get myself on the road to Essex, Conn., for a trip behind this engine. For several years a group of local railfans tried unsuccessfully to get the A&R to put this Mike back in service for railfan weekends. Now we see that she was purchased and overhauled for service, but not here at home. Our misfortune is Essex's good fortune. I hope I'll be able to ride behind her.

I like most that new headlight and the overall trim which proves "Yankee ingenuity" still works. Too, this would have been an ideal addition to our new North Carolina Transportation Museum at Spencer. We were too late with too little. Our many thanks to the Valley Railroad for keeping her alive.

WILEY M. BRYAN
Raleigh, N.C.

F40PH details

I hate to be a nit-picker, but I have to disagree with the comment on page 14 of September 1978 RAILFAN stating that "The GO F40PH's . . . are externally identical to Amtrak's units . . .". The major difference lies in the fact that the GO units lack the dynamic brake resistor grids that are present on the Amtrak units. Consequently, the accompanying roof fan is also missing on the six GO engines. Also, both groups differ extensively in the arrangements of headlights, classification lamps, bell and pilot (snowplow on Amtrak vs. solid CN-style pilot on GO).

KEVIN HOLLAND
Mississauga, Ont.

Information wanted

How do I go about digging out some railroad history covering the construction days in the Panama Canal Zone? I am trying to put together some family history for a grandson. My father was an engineer in the Canal Zone in the early 1900's.

What organizations do I contact, etc., etc. Anything you can suggest will be greatly appreciated.

ROBERT E. MARSHALL, SR.
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More K5LA music

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DWIGHT A. SMITH
President & General Manager
Conway Scenic Railroad, Inc.
North Conway, N.H.

Rail Baron

Regarding page 12, January '79 RAILFAN, fourth sentence in concluding paragraph of Weinstock review: NOT TRUE (we play at home).

J. DAVID INGLES
Assistant Editor
Trains Magazine
Milwaukee, Wis.

Railfanning is:

Frantically trying to remember whether the camera is loaded with Kodachrome 64 or Kodachrome 25 as the train is approaching the "great" shot.

Last steam in Pine Valley

As an avid W&LE fan, I thoroughly enjoyed J.J. Young's "Pine Valley, Mallets and No. 8 Coal" in the January 1979 issue of RAILFAN. He really captured the essence of this coal hauler's operations.

Pine Valley was the last steam stronghold on the old W&LE, being 100% steam locomotive oriented until the spring of 1957 when the first NKP diesels began to arrive en masse. Other diesels had visited Pine Valley earlier for test purposes, but none were assigned there until March 25, 1957. On that date Alco DL702's 325 and 326 replaced 2-8-4 728. Within a six week period, every steam locomotive at Pine Valley (an average of 21 on any given day) had been replaced by DL702's or SD9's.

NKP 2-8-2 969, with engineer Bill Hockly and fireman Walter Calhoun, and 2-8-0 911, with engineer Bill Murray and fireman Louis Antonacci, doubleheaded out of Pine Valley on May 9, 1957, thus being the last steam locomotives at that facility.

JOHN B. CORNS
Massillon, Ohio

NYC Mallets and Sperry X-107

I would like to offer two comments on material which appeared in the January 1979 issue of RAILFAN.

First, there is a photograph on page 43 of two NYC compounds doubleheading a coal drag. The lead engine, no. 1937, is a class NE-2d, not U-2q as given in the photo caption. On the Central, the steam engines in the "U" series were all 0-8-0 switchers; there was no U-2q subclass in any case. The engine behind the 1937 is either another NE-2d or an NE-2g, the principal difference between the two subclasses being the fact that the "g's" had their headlights on the pilot while the "d's", as typified by no. 1937, had theirs in the center of the firebox door, the typical NYC location. Engines from both subclasses survived until 1952. Incidentally, N.J. Custom Brass' recent NYC articulated in HO scale is a model of the NE-2g.

The second item involves a discussion in the *Markers* column about NYC rail detector car X-8015. To answer your question, this car was built new for the Central in 1931 by the J.G. Brill Co. It was built as a rail detector car originally, and so did not undergo the traditional "revenue service motor car" to "detector car" metamorphosis so typical of most of Sperry's past and current roster. In retrospect, construction of a rail detector car from scratch was a rather progressive undertaking for an individual railroad back in 1931. But then, again, progressive railroading was always the Central's style! A later modification of note was the replacement of the original Hall Scott engine in 1955 with a Caterpillar D-375 diesel.

In view of the above, it should be obvious that Sperry 107 and NYC X-8015 were *not* the same car (also, 107's length is given as 43'; X-8015 was 73'-4" in length). One can conjecture that perhaps the Central was so impressed with the performance of Sperry's 107 that they ordered up their own car, X-8015, a year later, and presumably returned 107 to Sperry when their car was delivered. Note also that X-8015 was owned by the Central, so it is incorrect to say that it was "returned to Sperry" in 1969. I presume that the Penn Central sold it to Sperry at that time. Also, the NYC diagram makes no mention as to who installed the detection equipment in

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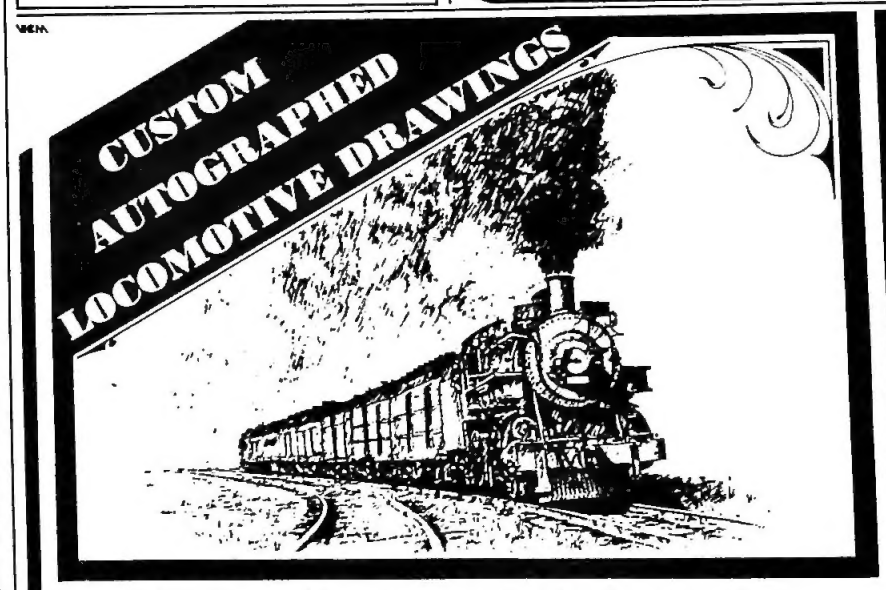

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X-8015 originally. Perhaps author DeJoseph has evidence that it was indeed Sperry.

JOHN S. HORVATH
New York Central System
Historical Society
Cleveland, Ohio

Further investigation of the SRS 107 mystery has revealed what appears to be the final answer. John Horvath of the NYC Historical Society was kind enough to provide information about NYC X-8015. Using his information and our engineering files, I have been able to find that SRS 107 did not exist as a Sperry Car. This number was used as a production number on a Brill Car that was delivered to us while we were working on SRS 105, which was also a Brill Car. Thus, this production number 107 eventually became NYC X-8015. Sperry installed the defect detection equipment for the NYC.

This car was indeed returned to Sperry (purely a case of semantics) in 1969; it was sold back to us by PC. At that time we renumbered 8015 back to that original production number with the "X" signifying both the car's NYC heritage as well as differentiating it as an engineering vehicle. The X-107 is 73' 4" in length, as Horvath reports.

A few more comments about the roster: SRS 105 and SRS 115-116 were all rebuilt and renumbered as 120-122-121 respectively. Cars 124-139 were originally built by St. Louis Car Co., with the exception of 136 which was a Brill Car. Also, 125 tested in Europe, not 126.

TOM DEJOSEPH
Sperry Rail Service
Danbury, Conn.

Timetable

NOTICE

Listings in this column are published without charge and are run on a space-available basis at editors' discretion. General policy is to run in two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received in Newton by Jan. 15 for May issue, Mar. 15 for July issue, May 15 for Sept. issue, July 15 for Nov. issue, Sept. 15 for Jan. issue and Nov. 15 for Mar. issue.

RAILFAN EVENTS

MEXICALI, MEXICO, April 7-14. Eight day excursion over the S-BC and FCP from Mexicali to Guadalajara by sleeping car on the *El Rapido/El Costeno* with a four-day stay in Gaudalajara. Sponsored by the Pacific Southwest Railway Museum Association, Inc., this trip will be limited to approximately 40 persons. Spectacular railroading and fine accommodations and a Fiesta at Guadalajara. Fares begin at $268 and vary according to rail/hotel accommodations. Contact: PSRMA Inc., % Ellen and Eric Sanders, 7861 Normal Ave., La Mesa, CA 92041; 714/469-1288.

BOSTON, MASS., April 21. Southern New England Great Circle Trip, *The Constitution Flyer,* via special Amtrak train from Boston to Springfield to New Haven and return to Boston. Optional side trips are available to the steam-powered Valley Railroad or the Mystic Seaport and Museum. Departs Boston South Station 8:15 a.m., Back Bay 8:20, Framingham 8:50 and Worcester 9:20. Passengers from Framingham and Worcester will be provided free transportation home from Boston. Hosted by the Massachusetts Bay RRE, fare is $34.95 ($29.95 before April 2) with family rates available. Contact: Mass. Bay RRE, Inc., P.O. Box 136, Dept. F, Ward Hill, MA 01830; 617/581-0411.

PERRIS, CALIFORNIA, April 21-22. Orange Empire Railway Museum "Good Old Time Rail Festival" with operating trolley cars, Big Red interurban and Ventura County 2-6-2 as well as old automobiles and band music. A family affair at the Railway Museum, 2201 South A Street, Perris, Cal.; 10:30 a.m. to 5:00 p.m. Admission $2.50, children 6-11 $1.50. Contact: Orange Empire Railway Museum, P.O. Box 548, Perris, CA 92370; 714/657-2605.

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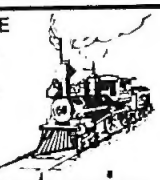
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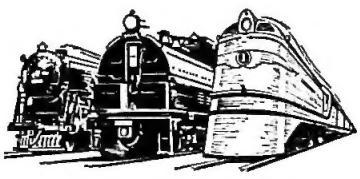
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SOUTH AFRICA: April 7-28, 1979. The *Blue Train* and twelve different classes of steam locomotives will be featured on a tour sponsored by the Philadelphia Chapter NRHS in conjunction with a ten-day excursion train operated by the Railway Society of Southern Africa. The excursion will operate in daytime only. Trip will be escorted from New York by a member of the RSSA. For details write: Philadelphia Chapter NRHS South Africa Tour, Glen Roc Travel, 194 Scotch Road, Trenton, NJ 08628.

LONDON, ONTARIO, April 28. Forest City Railway Society's Sixth Annual Print and Slide Trade Day from 1:00 to 5:00 p.m. at the Middlesex County Building, corner of King and Ridout Streets. Admission $1.00. Buy, sell, trade prototype pictures of all kinds. Contact: Chris Bennett, 81 Hillsmount Crescent, London, Ontario, N6K 1V6

FORT LAUDERDALE, FLORIDA, April 28-29. First 4449 West Reunion for those who rode all the way, part of the way, visited on passes or missed the whole thing altogether to celebrate the January-May 1977 run of Freedom Train GS4 4449 from Miami to Portland. Ramada Inn on Route 84 in Ft. Lauderdale. NEW ADDRESS: Paul Wilson, Box 816, Immokalee, FL 33934.

ESSEX, CONNECTICUT, May 12. Railfan Day at the Valley Railroad. Featured will be 2-8-2 No. 40 from the Aberdeen & Rockfish R.R. Numerous special events including added runs and photo stops, connecting boat rides, film and talk show and night photo session. Giant Railroad Flea Market held under tents. For details and flea market space, write Valley Railroad, Railroad Avenue, Essex, CT 06426; 203/767-0103.

CASS, WEST VIRGINIA, May 19-20. Annual Cass Railfan Weekend featuring geared steam locomotives on 11% grades, switchbacks and superb scenery. Railfans' finest opportunity to photograph locomotives pulling trains instead of pushing as done in normal service. Night photo session. Contact: Cass Scenic Railroad, Cass WV 24927.

SOUTH CARVER, MASS., June 16-17. Edaville Railfan's Day with Giant Railroad Flea Market and Model Show. Railfan's Day will feature double and triple-headers with the two-foot gauge steam engines, freight runs, diesel freight, engines spotted on turntable and the Model T inspection car in operation. Photo runbys will be made. Admission per day is $4.00 for adults and $3.00 for children. Flea market will run both Saturday and Sunday, with Railfan's Day activities on Saturday only. Flea market tables are $5.00 for one day and $7.50 for both (table includes admission). Contact: Edaville Railroad Flea Market, P.O. Box 7, South Carver, MA 02566.

RAILROADIANA MEETS

See also listings for **ESSEX, CONNECTICUT,** and **SOUTH CARVER, MASS.,** under "Railfan Events" in this column.

SILVER SPRING, MARYLAND, April 8. Fifth Annual Model Railroad Equipment Flea Market, White Elephant Sale and Auction hosted by the Silver Spring Model Railroad Society. All scales and railroadiana on sale. 10:00 a.m. to 6:00 p.m. Dealers invited, tables available. Contact: Show Chairman, Silver Spring Model Railroad Society, Box 630, Silver Spring, MD 20901; 301/649-1321.

DOVER, NEW JERSEY, April 22. Fifth Annual Railroadiana & Model Railroad Flea Market. Over ¼ mile of railroad items, door prizes, slide shows, etc. Held at Dover Sr. High School, Grace Street off Rte. 15 just south of I-80 from 10:00 a.m. to 5:00 p.m. Tickets, tables and information: Tri-State Chapter NRHS, P.O. Box 255, Dover, NJ 07801.

SCRANTON, PENNSYLVANIA, April 22. Northeastern Pennsylvania Model Train Show-N-Sell at the Main Ballroom of the Sheraton Inn from 9:00 a.m. to 4:00 p.m. One block off I-81 at Exit 52. Tables available. Contact: Gerald Howell, RD#2 Box 96, Honesdale, PA 18431, 717/937-4660.

DURAND, MICHIGAN, May 4-6. "Railroad Days '79" in the city of Durand sponsored by the Railroad History Museum. Sunday, May 6, Model Railroaders' Flea Market, 11:00 a.m. to 5:00 p.m. Contact: Janet Cronkright, 100 Marquette, Durand, MI 48429; 517/288-3729.

CHEEKTOWAGA, NEW YORK, May 13. Fourth Annual Western New York Railroadiana Sale at the Airport Holliday Inn, 4600 Genesee St. (Rte. 33) in Cheektowaga, just east of Buffalo International Airport. Easy interstate access. 10:00 a.m. to 5:00 p.m. Admission $1.00, children under 12 free with parent, $2.00 family maximum. Restaurant/motel facilities on premises. Tables available. For information send SSAE to Mel and Denise Pempsell, Railroad Artifacts, 1131 Maryvale Dr., Cheektowaga, NY 14225.

ST. CHARLES, ILLINOIS, May 13. Third Annual Railroadiana Collectors Association Midwest Railroad Show at the Kane County Fairgrounds on Randall Road between Routes 38 and 64. One of the nation's largest shows. 10:00 a.m. to 5:00 p.m. Admission $1.00, children under 12 with adult free. Contact: John Carpenter, P.O. Box 401, Sheridan, IL 60551.

ATLANTA, GEORGIA, July 7. Railroadiana Collectors Annual Southeastern Railroad Memorabilia Sale and Trade Meet at Ramada Inn, I-85N and Monroe Drive. 10:00 a.m. to 5:00 p.m. Contact (send large SSAE): Les Winn, Box 80641, Chamblee, GA 30366.

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DENVER, COLORADO, July 7-8. Mile High "Railfair." America's premier railroad show featuring railroadiana, models, layouts, railroads, photo contest, authors, artists, railroadiana dealers, movies and door prizes including tickets for *Rio Grande Zephyr.* Approximately 90 exhibitors. Addition this year is a railroad art show featuring America's best railroad artists with many original works on display. Send #10 SSAE with 30¢ postage for details to: N.R.H.S., P.O. Box 5181 TA, Dept. RF, Denver, CO 80217.

CONTINUING OPERATIONS

NORTH CONWAY, NEW HAMPSHIRE, 1979 Season. Conway Scenic Railroad offers 11-mile ride from huge restored 1874 depot containing ticket office and museum. Motive power is 0-6-0 47, 2-6-2 108 or 44-ton diesel 15 with train of open and closed cars. Roundhouse and turntable in daily use. May 5 through June 10 weekends only plus Memorial Day; daily June 16 through October 21. Departures 11:00 a.m., 1:00, 2:30 and 4:00 p.m., with weekend "Sunset Special" at 7:00 p.m. in July and August. The beautiful Mount Washington Valley area offers fine dining, lodging, shopping and camping. Contact: Conway Scenic Railroad, Inc., P.O. Box 947, North Conway, NH 03860; 603/356-5251.

ORGANIZATIONAL NOTICES

CHICAGO & NORTH WESTERN HISTORICAL SOCIETY is the new name of the C&NW Historical, Technical and Modeling Society. The society's quarterly magazine will continue to be called *North Western Lines.* Contact: C&NW Historical Society, 1812 Hood Avenue, Chicago, IL 60660.

TEEN ASSOCIATION OF MODEL RAILROADING gives young railfans and modelers a chance to meet others with the same interests. A railroad oriented newsletter is published bi-monthly, and frequent informal get-togethers are held in various parts of the country. Contact: Lone Eagle Payne, 1028 Whaley, RD#4, New Carlisle, OH 45344.

BALTIMORE & OHIO TECHNICAL AND HISTORICAL SOCIETY is being formed in the Philadelphia area. They are seeking new area members and formation of local B&O groups in other areas. Topic covers B&O from beginning to C&O merger, cooperating with but not overlapping other T&H societies. Historical railfan and modeling interests. Contact: Jack Amerine, P.O. Box 121, Haddonfield, NJ 08033, 609/795-0161.

RAILROAD ARTISTS OF AMERICA is a new group formed to perpetuate the art of the iron horse. Membership candidacy is open to anyone interested in accurately portraying American railroading, past, present or future, in any medium. Each new prospective member is judged on his or her knowledge of the field, artistic ability and accuracy of portrayal of the subject matter. Shows are being planned for all sections of the U.S.A. The present membership is 26. Artists interested should contact: Railroad Artists of America, Bruce C. Smith, 13238 N. 28th St., Phoenix, AZ 85032.

RAILROADIANA COLLECTORS ASSOCIATION, INC., is a national organization for individuals interested in collecting rail artifacts and history. Membership includes a membership card, four issues of the *Railroadiana Express* newsletter and the *Annual Directory.* Members joining or renewing by March 1 are listed in the *Directory.* For details contact: Dan Moss, Secretary, 405 Byron Avenue, Mobile, AL 36609.

ANTHRACITE RAILROADS HISTORICAL SOCIETY is a very active group formed in 1974 focusing on the anthracite coal mining region of eastern Pennsylvania and the CNJ, DL&W, L&HR, LV and Reading. Their professional-quality quarterly magazine *Flags Diamonds and Statues* is heavily illustrated and well researched. Membership is $7.50 per year and includes four issues of the magazine as well as *The Anthracite Extra* containing society business. Contact: Anthracite Railroads Historical Society, 404 Walnut Ave., Horsham, PA 19044.

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Product news

Amtrak Annual 1978–1979, by Craig T. Anderson, is an interesting new release from *Rail Transportation Archives,* P.O. Box 1970, San Francisco, CA 94101. In a 160-page 8½" x 11" softcover format, it covers Amtrak's routes, trains, motive power and rolling stock in great detail and accompanied by photos. Giving origins and assignments of equipment, this will be a valuable reference source with enough text to entertain the casual reader. The price is $12.95.

Robert T. Clark, 1605 W. 25th Street #709, Sanford, FL 32771, has produced a 90-minute cassette tape of the *Chessie Steam Special* in 1977 and '78. Taped in stereo from the recording car behind the locomotive, the tape includes Sand Patch '77, New River Gorge, Jacks Mountain with F7 helpers, 17-mile Grade '78 and a stall on the 2% near Mt. Braddock, Pa., in 1978. Price is $7.00 postpaid.

CM Shops, Inc., P.O. Box 49, Newfoundland, NJ 07435, has added a half dozen new names to their line of "Whistle Stop Mugs", high quality ceramic coffee mugs bearing full color railroad heralds permanently fired into their surface. The new mugs are NYNH&H script, The Rock, GN, WM, L&NE and C&NW in either "Railway" or "Employee Owned". Price is $4.95 each, plus 50¢ postage per order (N.J. add 5% tax). Many other road names are available, along with quantity discounts.

M&L Mittens, P.O. Box 824, Sparks, NV 89431, has a special limited edition cast lead-brass belt buckle featuring the "Southern Pacific Sacramento Division 1978" on a large oval design. The price is $8.00 postpaid, two for $15.00 and three for $21.00.

Articulated Locomotives of North America by Robert A. LeMassena, is a monumental book in preparation by *Sundance Publications.* Covering all types of articulated steamers from Mallets through geared engines and oddball variations, this book is expected to run 416 pages with over 600 photos and 20 color plates in an 8½" x 11" hardcover format—and this is only the first of two volumes. Delivery date is anticipated for late 1979 with an expected price of $40.00. A $1.00 deposit now will reserve a copy personally inscribed by the author, Robert LeMassena, 1795 S. Sheridan Blvd., Denver, CO 80226.

The Main Driver, P.O. Box 471, Westmont, IL 60559, is offering a selection of a dozen steam, diesel and electric rail subjects in 16" x 20" glossy photographic prints from the original negatives. Priced at $6.00 each, the subjects are NKP 2-8-4 759, LV C628's, CB&Q F7's, EL and South Shore electrics in daylight scenes and night photos of a GM&O F3, B&M F7, CB&Q 2-8-2 4960, UP 0-6-0, Cass Shay, a CA&E interurban at RELIC and a Chicago streetcar at IRM. All are made from 120-or-larger negatives and printed on Kodak double weight R.C. paper in a professional lab. They're all interesting angles and suitable for framing.

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Historic Red Clay Valley, Inc., P.O. Box 1374, Wilmington, DE 19899, is making available to the public its Wilmington & Western Railroad 1979 wall calendar originally compiled for the W&W staff and volunteers. Containing 13 high quality b&w photos of steam on the B&O, C&O, Reading, PRR, BC&G, W&W and Valley Forge Scenic over a monthly appointment calendar, it folds out to 11" x 17". The price is $4.00 postpaid.

Rails South is a new illustrated newsletter publication edited by Paul Strang from the publisher of *Midwestern Rails* that focuses on the railroads of the Mid-South and Deep South. Both short lines and main lines will be covered with news, photos and rosters. The first issue, November–December 1978, contains the Southern Ry. roster, a piece on Mobile, Ala., and news items. Publication

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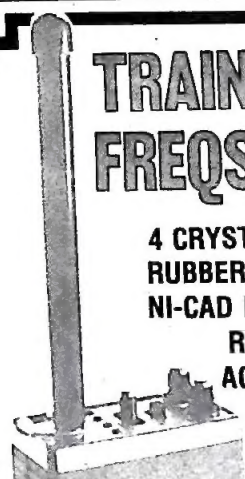

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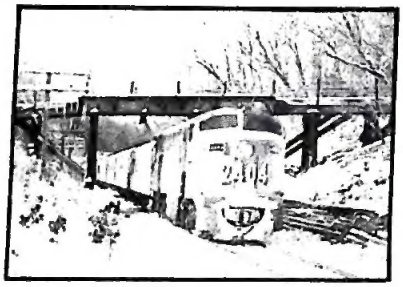

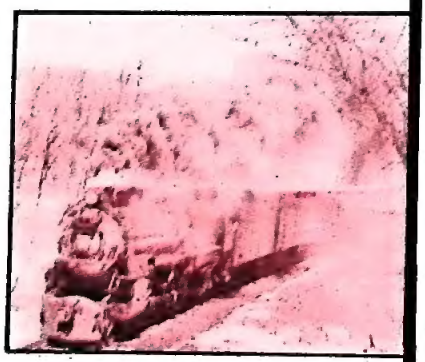

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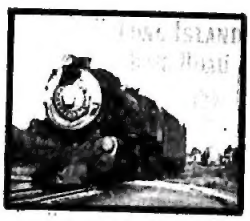

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Notice

Because of a number of complaints received at our office about the announced book *Five to Conquer* by Richard F. Lind, we have reason to believe that this book will not be published and recommend that our readers send no money in advance. We would appreciate hearing from anyone who has sent money for this book. Contact Phyllis Carstens, P.O. Box 700, Newton, NJ 07860.

Book reviews

Union Pacific 8444, by R.H. Kindig and Ronald C. Hill, published by the Colorado Railroad Museum, P.O. Box 10, Golden, CO 80401. Soft cover, 64 9½" x 8½" pages; $9.00.

Do you realize that Union Pacific 4-8-4 8444 has been in excursion service for more years than it was in regular service? It's true. Built as the UP's last steam locomotive, the 844 (she was renumbered 8444 in 1962 to give her number slot to a GP30) was built in 1944 and became the UP's last serviceable steamer in 1960. Although she hauled excursions before that time, her 18 years in excursion service from 1960 now exceed her 16 years on the regular roster. The most encouraging aspect of the 8444's story is the probability that it isn't over yet and that the final record is yet to be written.

Starting off with a Howard Fogg painting on the color cover and backing it up with a Fogg wash drawing, the book gets right into things with an introduction by UP President J.C. Kenefick and a historical summary by the authors. The first few pages of photos show 844 in regular service doubleheading with 842 on the *San Francisco Overland,* decked out in two-tone gray on the *Pony Express* and gracing a stock train in workaday black. Some early excursions set the stage for her post-1960 career, and the rest of the book brings her fan trip era up to date. Five fine color photos inside—plus the color back cover—are a lively addition to the crisply printed black & white work that makes up most of the book. Heavy paper and good half tones give the book a bright and contemporary look, although a few of the photos get overly dark and inky.

While there are a few really spectacular scenes, I can't shake the feeling that the photo selection could have been more creative—there are an awful lot of "roaring wedges" with no wide angles, telephotos, broadsides, pans or night shots to vary the pace of the images. Ron Hill has certainly exhibited better photographic variety in his other works. While I'm griping, I'd like to have seen one spread with specs and photos comparing the three classes of UP 4-8-4's to help put the 844 "in context", since the other engines are mentioned in the text.

Although this book may not live up to the full potential of its well respected authors, it is a pleasant pictorial history of 8444's fan trips, Stock Show Specials and significant events. My first encounter with the brutish Northern was on May 11, 1968, and on page 30 is a photo of the incredible wall of smoke that made the movie run near Rock River,

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Wyo., one of the most memorable I've ever experienced, so I guess I shouldn't complain too loudly—J.B.

Stairway to the Stars, Colorado's Argentine Central Railway, by Dan Abbott with Gary Morgan, published by Centennial Publications, 1400 Ash Drive, Fort Collins, CO 80521. Hardcover, 160 8½"x11" pages $19.95.

Railroads of Colorado occupy a unique position in the minds of many railfans. Where else but Colorado could fans find a far flung empire of narrow gauge railroading, locomotives ranging from Mason-Bogies to Shays, and spectacular scenery? Because of such uniqueness, it seems that there is no end of unusual topics ripe for photographic and literary coverage. Dan Abbott's new book covers just such a topic. It is a monument to the Argentine Central Railway, a Shay-powered line that ran out of Silver Plume, Colorado, and existed only from 1905 to 1918. While out of business for over 50 years, the Argentine Central has long captured the imagination of the fans who became aware of it.

Here was a railroad conceived to haul freight, specifically silver and mining supplies, which ended its days being the prototypical tourist railroad. Operating only in the summer to one of the highest points ever reached by rail (over 14,000 feet above sea level), excursion trains consisting of a narrow gauge Shay and several observation cars took passengers up the side of Mt. McClellan to Gray's Peak. Connecting with the Colorado & Southern's fabled Georgetown Loop line, and dependent on the C&S for incoming tourist traffic (and to some extent equipment), the Argentine Central led a short life terminated by high operating costs and continually declining revenue.

In this excellent 160-page volume, Mr. Abbott presents virtually all known photographs of the Argentine Central. Several are reproduced duplicating their original sepia tones and are of unbelievable quality. Included are several maps, as well as an original Howard Fogg painting of Shay No. 2 taking water. The author has written an extremely interesting and enjoyable text to accompany the photos. While the book is well laid out and printed on glossy paper, it is slightly disconcerting to the reader to keep

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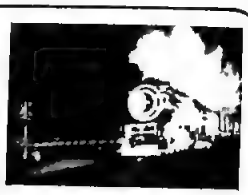

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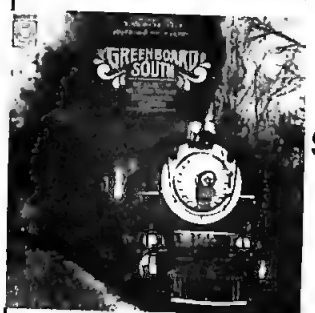

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finding blank pages in the book (the back of each full page sepia photo is blank). These apparently are due to the printing process used to reproduce the sepia prints.

While this book is definitely aimed at a select segment of the railfan audience, many non-narrow gauge, non-Colorado fans will find it worth a look—MAX S. ROBIN.

Southern Pacific Review 1977, by Joseph A. Strapac, published by Pacific Coast Chapter R& LHS and Shade Tree Books, P.O. Box 2268, Huntington Beach, CA 92647. 112 8½" x 11" pages, $10.00.

Among the railroads about which volumes have been written, the fans of the Southern Pacific could hardly ask for more. Well, more has arrived in the form of this offering from Joe Strapac and the Pacific Coast Chapter of the Railway & Locomotive Historical Society. With a general format similar to the well-known *Annuals* edited for seven years by Strapac, this *SP Review* has some surprises, and some nice surprises, at that. The first thing one notices is that the roster is neatly placed onto one heavy removeable sheet and is illustrated in a chapter of photos and detailed captions. Among the individual chapters are coverage of "The Recruits—1978" featuring the latest additions to the fleet such as the Morrison-Knudsen TE70-4S's, GE B30-7's and EMD GP40X's, GP40-2's and SD40T-2's

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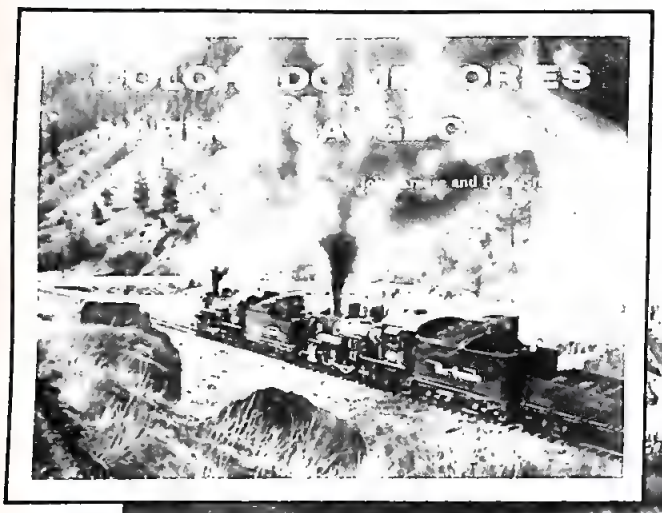

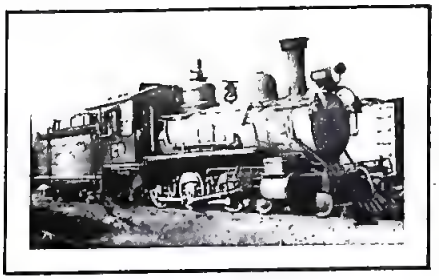

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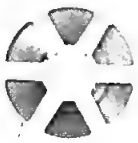
(there have been no new SD45's of any kind since 1975), and "The Graduates" depicting the fates of SP units that have gone to other owners such as Amtrak, a Mexican industrial and domestic short lines—even Paducah trade-ins like SSW GP7 304 which became ICG GP10 7986. Other chapters pay tribute to "The Visitors", both steam and diesel, which have trod SP rails since 1975 and "A Trainmaster Salute" (sic.) to the dear departed H24-66's. The "feature" chapter of the book documents SP's EMD switchers from their first SW1 in 1939 right through MP15AC 2759 of 1975.

The photography in this book comes from a wide range of top-notch photographers and features a pleasant mix of action and roster work. Photo reproduction ranges from good to excellent and the layouts are traditional, neat and attractive. The text is well thought out and quite readable. The color covers feature three shots of the SP's distinctive Alco DL600B's which are now assigned to the Eugene, Oregon, hump. I think it's a fine book at a good price and look forward to seeing more of Mr. Strapac's work—MIKE RUDINSKY.

Film reviews



Six Helpers on Black Fork Grade and Shays and Mallets of the Western Maryland, two Super-8mm color films from 16mm originals in the collection of George Leilich, produced by Sunday River Productions, P.O. Box 565, Concord, MA 01742. See following for lengths and prices.

Over the years Sunday River Productions has become well known for their high quality Super-8 color movies of excursion-era steam subjects. In addition to these relatively contemporary steam films, they also have available a limited number of films of steam in regular service. Two of these on the Western Maryland recently attracted my attention. Both shot on the WM lines south and west of Cumberland, Md., prior to 1955 on 16mm by or for WM's Vice President of Operations George Leilich, the films are obviously the result of someone who could make special arrangements to get otherwise impossible footage—side-by-side pacing from another locomotive of a 4-6-6-4 on a freight train is the most notable example.

The first film, No. 800, *Six Helpers on*

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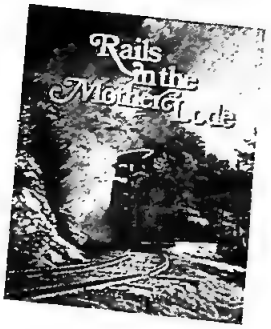

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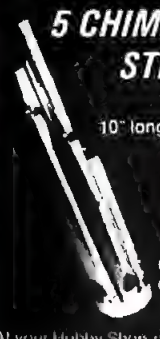

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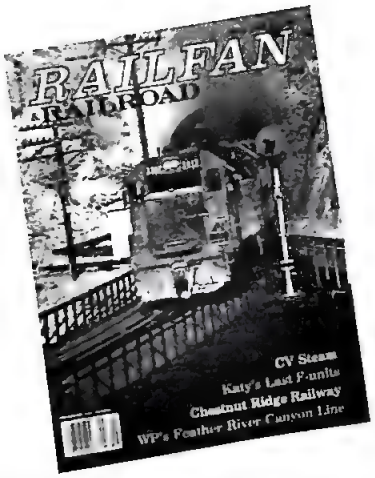

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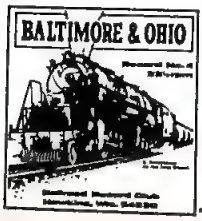
Black Fork Grade, (211 feet, Super-8 color, approximately twelve minutes, $31.65), follows a coal train north out of Elkins, W.Va. This line, which has sustained grades exceeding 3% and extremely sharp curves, required six to ten massive 2-8-0's (approximately 71,000 pounds of tractive effort—each!) to move a 40 to 50 car coal train up to Thomas. The spectacle of two engines up front, three helpers in the middle and two more shoving on the rear is beautifully captured, including segments in the remote Black Fork Canyon. Interspersed with shots from the ground are scenes of one of the big 2-8-0's in action apparently taken from a section speeder on an adjacent track.

The second film, No. 1200, *Shays and Mallets of the Western Maryland* (168 feet, Super-8 color, approximately nine minutes, $25.50), is somewhat more varied in content. It opens with shots of the WM's huge Shay No. 6 prior to being repainted and shipped to the B&O Museum. Following this is a series of the Shay in fresh paint with the brilliant "fireball" herald en route to the museum under its own steam. The film then moves to a sequence of doubleheaded 700-series 2-8-0's fighting Laurel Bank grade. The balance of the film picks up on the action on the main line west of Cumberland which traverses the famous Helmstedder's Curve on its way over the summit of the Alleghanys. We get a look at the WM's handsome 1200-series Challengers (which, incidentally, are not "Mallets") in one of the most stunning sequences I've ever seen. One continuous scene begins by looking into the cab of a Challenger on the move from outside the engineer's window and, obviously using another locomotive or vehicle on the adjacent track, the camera then begins to pull forward showing all of the machinery of the 4-6-6-4 in full working motion. As the camera gets ahead of the engine to present a beautiful head-on three-quarter view, the 4-6-6-4 glides around curves and demonstrates vividly what the word "articulation" really meant to the railroad—all of this is in one uninterrupted sequence with the Challenger hauling a freight train upgrade!

The reproduction on both of these films is excellent, and there doesn't appear to be any of the color aberration that often occurs in the duplication of old movies. The subject matter is great, but the films do have some drawbacks. The editing is slightly confused in that scenes bearing no relationship to the main subject are included to "smooth out" the transition from one scene to another. While some attempt at titling has been made, the effect is rather amateurish, and it would have been much better to have included a map of the area with the lines featured indicated on it.

I feel that these films stand out as excellent values for their prices and will be enjoyed and remembered by all who view them. Modelers will receive a double benefit due to the cornocopia of color freight cars and equipment that show up behind the engines—MAX S. ROBIN.



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In Search of Steam

BY MIKE EAGLESON

This July will mark the tenth anniversary of my column, *In Search of Steam*, appearing originally in *Railroad* Magazine. I welcome the opportunity to continue with you the search for steam today. Since virtually all current steam in regular service is found abroad, this will be reflected in an international approach to this regular department in RAILFAN & RAILROAD. As news of domestic steam restoration reaches me, these items will be reported in the *Railnews* column. I've enjoyed working closely with Freeman Hubbard on *Railroad*, both as Associate Editor for a year, and as a featured columnist and regular contributing author for the past decade. I eagerly accept the challenge and look forward to working with Jim Boyd and Hal Carstens on the combined RAILFAN & RAILROAD to share news with its readers of the exciting world of steam today.

Steam in regular service is not dead. Approximately 25,000 locomotives still grace the company rosters of the world's railways. Probably just slightly over half of them see daily activity. Some are used only occasionally as back-up power for diesel failures and shortages. Many are stored serviceable, awaiting upturns in traffic that might never come, held for seasonal crop harvests or are awaiting repairs which will follow the arrival of increasingly hard to find or manufacture replacement parts. Still other locomotives sit stripped, cannibalized in the weeds awaiting the price of steel to increase before being scrapped. Some government-owned railroads repair or dismantle steam power as a public employment make-work project, rather than have people on relief or, worse yet, jobless. Still other countries maintain a well-preserved and mothballed coal-burning steam fleet to cover during political emergencies like diesel fuel embargos and chronic shortages. Such is the case in South Africa, Rhodesia, Finland and Thailand. In the case of the latter, the engines burn wood from domestically cut eucalyptus trees. Typically, the life of steam was preserved in Vietnam—as in other war-torn countries today—because if any motive power gets blown up, the railway wants it to be its old steam locomotive, not the new, unpaid-for diesels.

There are many reasons why some railways continue to use, maintain and store steam. Third world, underdeveloped countries in parts of South America, Africa and Asia keep steam reserves because of the lack of skilled diesel locomotive mechanics and limited funds for spare parts. If something goes wrong inside a diesel's relay cabinet, the complex myriad of wires and circuts can boggle the mind of an unskilled native. But a steam locomotive is simple. Its workings are understandable and obvious. It can usually be fixed with a hammer. Other reasons for sticking with steam are purely economical: cheap labor, large domestic coal reserves or no available funds for improving the deteriorating railways.

So you see, knowing where to search for steam today involves knowledge of politics, economics, geography and daily news developments. It is all interrelated and more exciting and challenging than merely knowing that blue, Baldwin-built, oil-fired Pacifics are still covering the miles in Sudan.

Presently, India boasts the largest roster of regular service steam today with approximately 9000 steam locomotives of four gauges. Many are U.S.-built. Mainland China comes in a close second with some 8000 standard gauge steamers, including those which once saw blue skies over Eddystone and others which once graced the rosters of U.S. railroads. But these two countries are neither the easiest to get to nor the freest to travel around. Without question, the title for the greatest steam concentration today, coupled with absolutely no hassle in renting cars, chasing about and photographing unmolested to your heart's content, still goes to the Republic of South Africa. Here, nearly 2000 modern, coal burning, three-foot-six-inch gauge steamers are still hard at work from tank engines to 4-8-2+2-8-4 Garratts. Enginehouse releases (called shed permits) are routinely obtainable, as are current locomotive allocations, utilization diagrams, dieselization and electrification schedules, reliable timetables and friendly crews who don't yell for the cops when six flashbulbs in series go off in their faces.

"*Africa*, are you crazy?" you might ask me. "Definitely not," I'll reply. Oh, I once thought the same thing, that traveling to the other side of the earth just to photograph steam was insane. Who can afford that? What about the language, the currency, food, water, accommodations, arrests and dozens of other horror stories we've all heard about? (Yes, photographing railways in many foreign countries is still considered sheer espionage. I've seen the wrong side of several jails, detention centers and gooseneck lamps, myself).

Let me say, that so far I've traveled to 50 countries on six continents for the sole purpose of photographing steam power. On many trips, I took my wife, Naomi, a fringe benefit for her putting up with an international steamfan husband and sometimes spartan living at home. More recently, however, we purchased a 16-room, Queen Anne style home with a carriage house and are temporarily "house poor." In about two years we'll get back to international steam bashing again. But more about that later.

By planning carefully with today's reduced-rate travel bargains and group fares, *on just ordinary income*, you can take your next vacation from work or school—or coupled to a business trip—crunching through an engine terminal with cinders up to your ankles, watching 4-8-4's getting serviced and dispatched at the rate of three per hour, 24 hours a day!

One of the areas most overlooked in other publications—that merely get you to drool over foreign steam power today—will be covered in this column. We're going to tell you *how* to go there yourself. We'll give you information on typical air fares, travel tips, suggested route, package deals on car rentals and best season for the most comfort and sunlight. In addition, we'll mention pitfalls to avoid that can waste time and cost you money. The purpose of this column is not just to titillate you with pictures of 50-engine steam terminals today, but show how relatively easy it could be for you to be there, too.

One common complaint I've often heard from the uninitiated about the appearance of foreign steam is that it doesn't look like back home. People say they know what they like, but they are really saying they like what they know. Most fans' favorite engines are ones they locally remember as a boy, not those 3000 miles away that they have never seen. A steam locomotive's attractiveness is like a woman. Flying from the United States to Asia, Africa or South America, for example, you are first hit with a culture shock. Things just look different. Take foreign women and steam locomotives. They initially do not look like the home-grown variety. But in about a day or two, you quickly get used to discovering each's finer points and soon start recognizing attractive and not-so-attractive examples of native gals and Garratts in each country. Both are different from home, but each country has its unique characteristics and good-looking examples in each category. This is part of the excitement of discovering steam *abroad* (pun intended).

For the next few columns, I'm going to concentrate on *domestic* foreign steam today. That is, where to find American-built export power that would be perfectly at home on a typical smaller U.S. road in the 1940's. We'll emphasize engines with headlights, bells, knuckle couplers, chime whistles, good proportions and—for good measure—U.S. builder's plates. Brazil's famed 100% steam Dona Teresa Cristina railway is an excellent example. A day's air journey from New York and you'll be in a town that features a steady parade of Baldwin 2-10-4's with a few 2-8-2's, 4-6-2's and 2-6-6-2's thrown in for good measure. The scenery is attractive with occasional seascapes, and the food, accommodation and car rentals are fine. The friendly crews understand typical railfan sign language in case you are weak on Portuguese (the only phrase I know is "thank you"). With only functional English to your credit, I assure you, you'll be having hoggers back 'em up a little bit for a perfect rods-down portrait and cracking that blower valve to add some smoke to your pictures.

As for action, you know a road is good for photography when you must decide whether to remain at the same location "for the next one", or "go after her" in your rented VW. That's more than I can say for the traffic density on many a diesel-powered U.S. main line! Later, we'll get into where the world's last 4-4-2's are running today, decide which is the fastest steam passenger train and discover an engine terminal with 100% Mallet allocation.

The exciting world of steam still exists today, but you have to know where to go and what to do. That's the purpose of this column. Join me each issue *in search of steam*.

Please send foreign steam news directly to Mike Eagleson, 73 Douglas Road, Glen Ridge, NJ 07028.

Railnews

ROYAL HUDSON 2839 In one of the surprise moves of the new year, the Southern Railway has taken out an 18-month lease on former-Canadian Pacific Royal Hudson 2839 which has spent the past six years at Northampton, Pa., being overhauled by the Atlantic Central steam crew. Purchased by a group of railfans and moved from Toronto to the U.S. in 1972, the engine was leased to the Atlantic Central group for restoration and was undergoing work on the property of the Northampton & Bath R.R. but was about to be evicted by the N&B's transfer to Conrail. One of the three present owners of the locomotive, Mike Eagleson (the other two are Bob Spanagel and Peter Vander Veld), offered the engine to the Jim Bistline of the Southern while both were attending the festivities at the Rogers plant in Paterson, N.J., on November 21, 1978. Mr. Bistline confirmed to Eagleson that the Southern was interested in a big, fast passenger engine that was "almost ready to run" and agreed that the CPR 4-6-4 would be a likely candidate. Shortly thereafter SR people inspected the engine and a contract was drawn up.

In spite of bitter winter weather, Donald Young and the Atlantic Central crew finished up the last mechanical work to make the engine serviceable while the owners and railfan volunteers pitched in to get her painted in authentic CPR colors for the ferry move to the Southern on February 5. When asked what additional work would be needed to make 2839 ready for excursion service, Bill Purdie, SR's Master Mechanic-Steam Engines, stated simply, "I'd like to put a radio and speed recorder on her and add a low water alarm—all of my locomotives have low water alarms, but I need to locate one first. And we'll probably do a little painting." When asked about boiler or running gear work, he said that the Atlantic Central crew had done a fine job and he didn't expect to have to do any additional work.

With regards to that "little painting", Mr. Bistline suggested that he might replace the CPR maroon with SR green, but said that he would personally prefer to keep the maroon and simply add SR lettering and the herald on the cab.

After delays caused by a tardy coal-loading crane, the 2839 steamed out of Northampton on Monday afternoon, February 5, with bright sunshine and cold temperatures creating a snowscape scene reminiscent of her Canadian homeland. Leaving the uncertain iron of the N&B, 2839 made a speedy run down Conrail's former CNJ and Reading trackage to Philadelphia and spent the night at the Wilmington & Western shop in Delaware. On February 6 she sped southward on the B&O to Southern rails at Alexandria, Va., where she was put into the shop and given a complete inspection. A passenger-carrying ferry move to Birmingham is anticipated for March 3-5, 1979, and 2839 is expected to put in a full excursion schedule this summer and be the featured engine at the NRHS National Convention in Washington D.C. over Labor Day.

THE STREETS OF PATERSON At the turn of the century, when a new locomotive was built at the Rogers Locomotive Works it would have to be hauled by horses through the streets of Paterson, N.J., to reach the nearest railroad, the Erie tracks about a mile away. When the Great Falls Development Corporation acquired a locomotive to be placed in their museum in the old Rogers building, the process was reversed for the first time in almost a century. Since the Great Falls Historic District included six locomotive manufacturers (Rogers, Danforth-Cooke, Grant, Swinburne, Leslie and Alco), the engine selected for the museum was a 1910 Alco-Cooke 0-4-0T built for American Brake Shoe & Foundry; it wound up working for the E&G Brooke Plant of CF&I and was ultimately preserved by the Wanamaker, Kempton & Southern tourist railroad in Pennsylvania. Riding a flatbed truck—which spooked the horse team that was intended to "pull" the assemblage—the engine was pulled through the streets of Paterson on November 21, 1978, and was honored in ceremonies at noon in front of City Hall. A reception for visitors and guests was held at the Rogers building when the engine, truck and horse team "escort" arrived.

THE FAMILY LINES Spurned by local opposition to removing NC&StL 4-8-4 576 from Centennial Park in Nashville, the Family Lines has been exploring a number of "big" engines to suppliment Clinchfield's tiny 4-6-0 No. 1 on system-wide steam excursions. The present most likely candidate is C&O 2-8-4 2716 at the Kentucky Railway Museum in Louisville. The 2716 is especially appropriate considering the proposed Family Lines-Chessie merger.

DICK JENSON, MILLIONAIRE? In late December 1978 a Circuit Court jury in Chicago awarded railfan Dick Jenson a $1.7 million judgement against the Chicago & Western Indiana Railroad for alledgedly illegally disposing of his CB&Q 4-8-4 5632 and 2-8-2 4963 and two boxcar loads of locomotive parts which had been stored in the C&WI's 47th Street roundhouse. In the suit filed in 1973, Jenson asked for $707,308 for his equipment and $1 million in punitive damages for breach of contract and illegal conversion of property. Jenson reportedly displayed over three tons of locomotive parts in the courtroom to convince the jury of the value of the scrapped "junk". He won the case, but the C&WI is filing an appeal.

Jenson still has possession of ex-GTW 4-6-2 5629, stored in Chicago, and did most of the Texas restoration on T&P/SR 2-10-4 610. The potential of a steam man like Jenson with *money* strains the imagination.

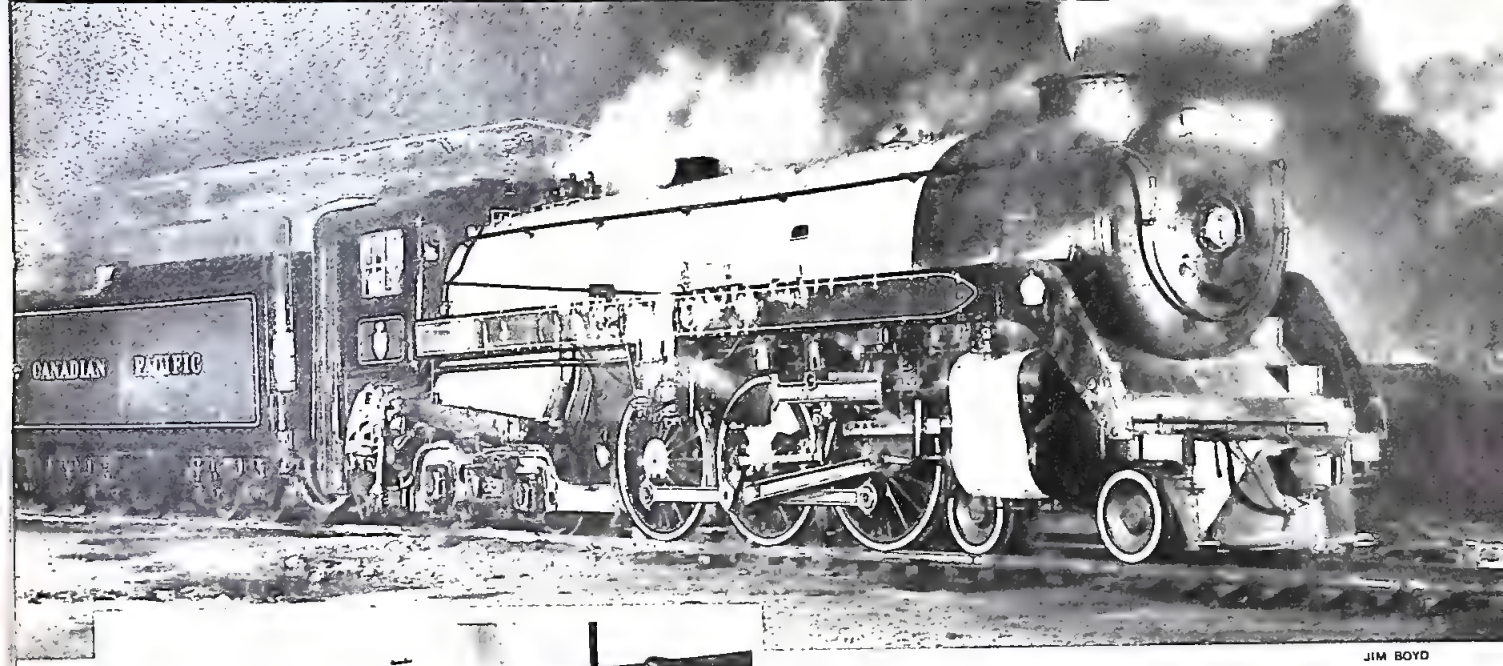
THE FIRST MBTA FP10 The country's newest cab unit, Massachusetts Bay Transportation Authority FP10 1100, began revenue service on January 25, 1979. The first of 17 Paducah-built passenger units resurrected from ex-GM&O F3's, the 1100 arrived in Boston on January 11th, many months overdue because of assorted design and construction problems. The 1850-h.p., HEP-equipped FP10's will run with leased GO Transit coaches, 40 of which were in Boston by mid-January. Initially, the 1100 has been assigned to a weekday round trip on the Boston-Framingham route that was formerly the domain of the D&H PA's. Eventual plans are to assign the FP10 fleet to the B&M's North Side lines, while F40's will be concentrated on the South Side. The FP10's will probably be permanently assigned to the GO Transit cars since they have dual-voltage HEP units which can handle the 575-volt systems of the Canadian cars as well as the 480-volt U.S. systems.

Meanwhile, a delay in the delivery of the MBTA's Pullman-Standard push-pull coaches has led to the creation of a pair of homemade steam generator cars to enable HEP-equipped F40's to handle trains of old steam-heated cars. B&M RDC3's 6300 and 6302, with boilers mounted in their baggage compartments, went into service as heater cars this winter. They, too, can usually be found on the Framingham line—TOM NELLIGAN.

PREVIEW OF THE GP50 Although it will not be formally announced until sometime this summer, the word is out that Electro-Motive Division of General Motors is working out the details of its "50-series" units which will go into production in early 1980. Based upon the GP40X test units now working on the UP, SP, Santa Fe and Southern, the cornerstone of the new series will be the 3500-h.p. GP50. The flared radiators which characterize the GP40X will be missing from the GP50, but accommodating the larger radiator will result in the GP50 having a noticeably different carbody configuration than earlier units. While the underframe of the GP50 will remain essentially the same as the GP40-2 (the GP40X's had a special lightweight frame that will not be incorporated into the GP50), the cab and short hood will be moved forward and the long hood lengthened to the point where the superstructure will "fill" almost the entire underframe. End walkways will be provided by the "anti-climber" type found on the GM6C electrics and some production GP's, SD's and "tunnel motors" (some of the walkways are specially strengthened functional anti-climbers, while others of similar appearance are simply overhanging walkways). The Blomberg truck will be standard on the GP50 with the HT-B high-adhesion truck available as an option. The Super Series wheel control system will be standard regardless of truck configuration.

A number of railroads are reportedly interested in the GP50. In the March 1979 issue of RAILFAN we reported that the C&NW had "ordered" 100 GP40X's, but we have been informed that this was not a firm order but merely a letter of intent. Since there will be no further GP40X's produced beyond the 23 test units now on the road, the C&NW is expected to be one of the first customers for the GP50 if they follow their indicated course and place a firm order. The D&RGW and Southern have also reportedly expressed interest in the GP50.

The GP50's companion six-motor model will be the 3500-h.p.



JIM BOYD

ROYAL HUDSON 2839 has been leased to the Southern Railway for the next two excursion seasons. Owned by a group of railfans who leased her to the Atlantic Central Steam Company for restoration, the engine has been undergoing overhaul on the property of the Northampton & Bath R.R. in Northampton, Pa., for the past six years. The work all paid off on the night of February 4, 1979, when she was alive in full CPR colors (above). 2839 then moved out late the next day en route to Alexandria, Va., and, ultimately, Birmingham. Trailing three passenger cars being deadheaded to the Wilmington & Western, the 2839 rolled out of Bethlehem, Pa., on former Reading tracks (left) and sped southward.

JOE TAYLOR

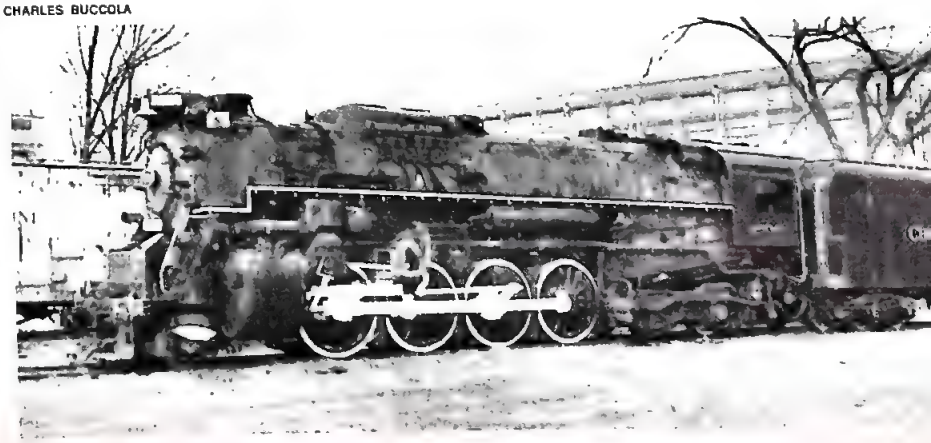
TOM NELLIGAN

JIM BOYD

THE STREETS OF PATERSON, N.J. witnessed a locomotive passing City Hall on November 21, 1978, reminiscent of the old days when new Rogers locomotives had to be hauled through the streets to reach Erie tracks. This time, though, a 1910 Cooke 0-4-0T was going back to the historic industrial area for preservation in the Rogers Works museum. Ceremonies were held at City Hall, as viewed (above) from the mayor's balcony.

THE FIRST MBTA FP10 began revenue service on January 25, 1979. Rebuilt in the ICG Paducah Shops from former-GM&O F3's, the 1100 is the first of 17 such units to be placed into Boston commuter service. The 1100 is shown (above) with newly leased GO Transit cars at Framingham on train 442. The engines are painted the standard MBTA gray with purple stripes and yellow ends. They will eventually go to North Side service.

CHARLES BUCCOLA



THE FAMILY LINES is taking a close look at former-C&O 2-8-4 2716 in the Kentucky Railway in Louisville as a possible candidate for systemwide excursion service to suppliment the Clinchfield's tiny 4-6-0. Initial plans to acquire NC&StL 4-8-4 576 were discouraged in Nashville.

Railnews

SD50, but first there will be four SD40X's produced for the KCS around September 1979. Although the BN received some Super Series SD40-2 test units, no true 3500-h.p. SD40X has yet been produced. The production SD50 of the early 1980's will also be recognizably different from previous SD's. It will fill the standard length SD40-2 underframe and for all practical purposes eliminate the "dance floor" platforms that have typified conventional SD's since the SD40. Part of the additional hood length will be made up of the elongated non-flaring radiator section, while new radial grid dynamic brakes will make up the remainder. The new dynamic brake compartment will fit behind the cab and ahead of the intake air compartment; the traditional "blisters" on the tops of the hood sides will be eliminated.

SHORT LINE TROUBLES Two New England members of the short line empire of the late Samuel Pinsly have come upon hard times. New Hampshire's 19-mile Claremont & Concord Railway has received permission to abandon the eastern twelve miles of its main line between Claremont and Newport, and track removal began last fall. The abandoned line included two of New England's four remaining railroad covered bridges. The C&C will continue as a switching road serving the mills of Claremont, with one of its GE 44-tonners generally working five days a week.

Things are worse up in Vermont, where the 14-mile Montpelier & Barre Railroad has applied for abandonment of its entire line. Once a prosperous carrier of granite from the Barre quarries, the M&B has in recent years seen almost all of its business go to trucks. Operations out of the Montpelier enginehouse are on an as-required basis, usually a couple mornings a week using one of the line's four ex-B&M diesels (two EMD SW1's and two Alco S1's)—TOM NELLIGAN.

BRITISH COLUMBIA RAILWAY The future of Canada's third-largest railroad, the provincially-owned British Columbia Railway, may be in jeopardy, at least as an independent company. With over 1100 miles of track in operation and a 420-mile northern extension under construction, the BCOL provides the only access to much of the B.C. interior. It has also attracted considerable railfan attention, thanks to its all-MLW/Alco diesel roster and summertime steam excursions. But the railway loses a lot of money—$58 million (Canadian) in 1977—and the British Columbia government is concerned. A study commission has recommended that the BCOL be disposed of through sale of the line to the Canadian National, which would make the deficit someone else's problem. Failing that, the report recommended corporate restructuring, extensive track abandonment and elimination of passenger service, piggyback and LCL. Unpleasant changes may be in store for one of North America's more interesting railroads—TOM NELLIGAN.

***BROADWAY* TO BE REFURBISHED** Amtrak has decided to spend $9.8 million to remodel four train sets for New York-Chicago *Broadway Limited* service. The cars will be converted from steam to electric heating and air conditioning, they'll receive new carpeting and upholstry and be repainted. Work on the 68 cars will be done at Amtrak's Beach Grove Shops in Indianapolis. Included in the program are 30 coaches, eleven sleepers, nine slumbercoaches, four diners, six lounges and eight baggage cars.

The first rebuilt *Broadway* will hit the rails late in 1979 with the remaining three sets to follow in the first quarter of 1980. Now if we could only get that 16-hour schedule back!—WALTER A. APPEL.

SP SUPPORTS SEABOARD/CHESSIE MERGER In what may be the most diplomatic move of his railroad career, B.F. Biaggini, Chairman of the Southern Pacific, came out in favor of the proposed Chessie System/Seaboard Coast Line Industries merger. In the quest to be the first transcontinental carrier, the SP has accumulated 9.6% of the outstanding stock of the Seaboard, becoming its largest shareholder.

Industry watchers began surmising that the SP would drop its pursuit of the Seaboard when it filed an application with the Interstate Commerce Commission to buy the Rock Island's portion of the Golden State Route from Santa Rosa, N.M., to St. Louis. Rather than "getting involved in a squabble" in contesting the plans of the two Eastern carriers, the SP made a move to encourage regional consolidation in the West as well as along the Atlantic Coast.

Both the Chessie and the Seaboard will hold stockholders meetings on February 13 to vote on the merger. If approved—by the owners and the ICC—the roads will begin combining under the temporary corporate name of CSX Corp.

It is doubtful the SP will get the kid gloves treatment from its competitors in the purchase of the Rock Tucumcari line (which will become part of the SP subsidiary Cotton Belt). The Missouri Pacific is almost sure to contest the purchase and the Santa Fe may also take a negative position.

If the Chessie/Seaboard merger goes through and the SP gets the Rock line, the merger flood gates may open and major changes can be expected in the nation's railway map—WALTER A. APPEL.

THE *SOUTHERN CRESCENT* One of America's finest passenger trains changed owners on February 1, 1979, when the operation of the Southern Railway's *Southern Crescent* was turned over to Amtrak. The Southern greeted the last run of its own train at Atlanta with the steamer *Best Friend of Charleston,* and candy-striped Amtrak E8's led the green and gold SR units the next day. Amtrak is retaining SR crews and the bulk of the SR diesels and rolling stock. Amtrak will expand the service by operating daily—instead of tri-weekly—from Washington to New Orleans, although other economies are expected. Ironically, the *Southern Crescent* was one of the routes proposed for abandonment announced by Secretary of Transportation Brock Adams only the day before in a massive Amtrak cutback that must be voted on by Congress.

NEW IMAGE FOR ANN ARBOR Retaining its orange colors but shedding its DT&I image, the Ann Arbor has turned out its first overhauled locomotive, GP35 392, in the "new" paint scheme. While the orange remains the same, the new scheme features a big modern "AA" herald in white on the long hood and the name of the designated operator, Michigan Interstate Railway Company, lettered in white on the side of the cab. The entire AA motive power fleet is expected to be similarly overhauled and repainted at Owosso.

Out on the lake, the GTW carferry *City of Milwaukee* has been leased to the Ann Arbor to work with the *Viking* to handle an upturn in business. The AA's *Arthur K. Atkinson,* which has been out of service for many years, is reportedly in dry dock and expected to be ready for service in mid-1979.

FEDERAL RAIL FUNDS FOR FISCAL 1980 TO BE DOWN The fiscal 1980 budget proposed by President Carter calls for reductions in spending on rail transportation and increases in the road and air program. Funds for the federal wards, Conrail and Amtrak, will be cut 45% and 19% respectively if the Congress adopts the Presidential budget. Federal funds for money-losing freight branches would be cut 21% to $96 million.

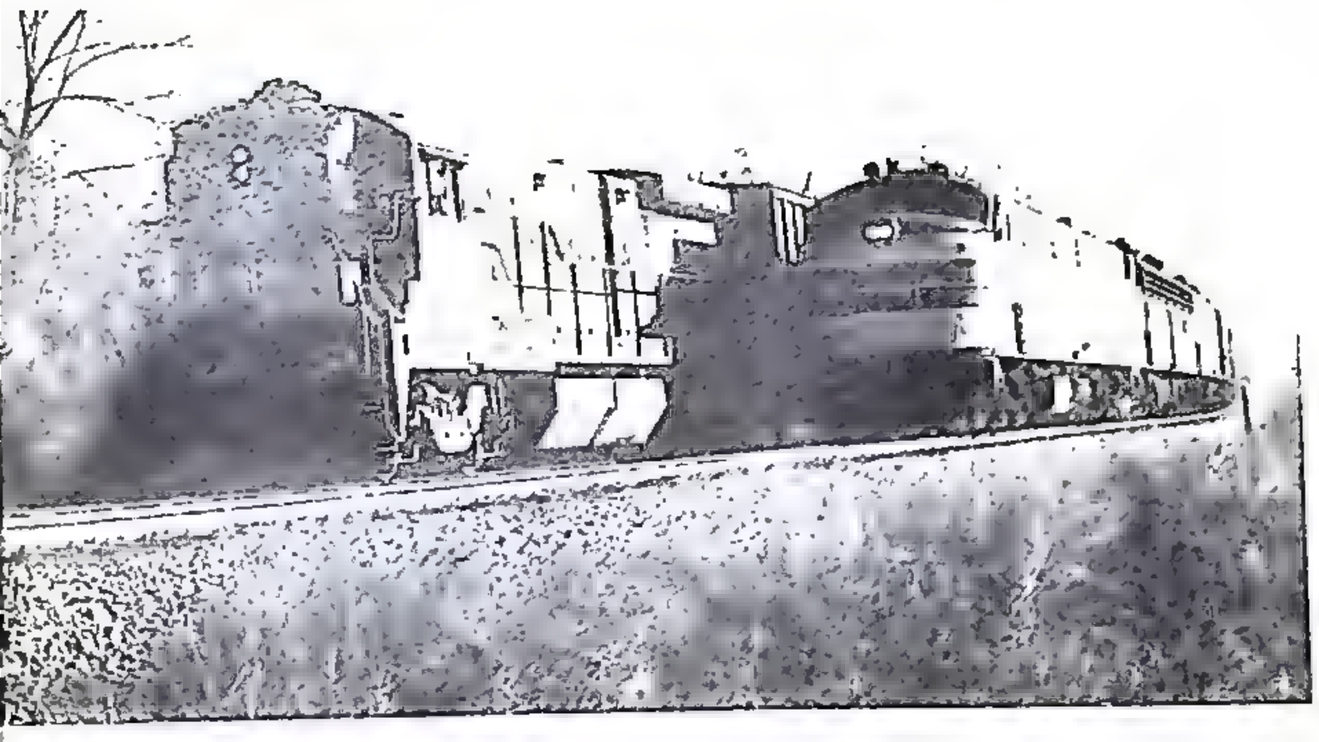
Amtrak is slated to get $381 million and Conrail $634 million. Spending to aid railways other than Conrail, however, is expected to be increased to $118 million, up 39% over the current year. Another rail financing improvement should be an increase from $170 to $250 million for government purchases of preferred stock in ailing lines. The Feds have been giving financially weak roads a source of capital through the program which is directed at improving track and rolling stock.

Secretary of Transportation Brock Adams is intent on his objective of cutting the Amtrak passenger network back and halting federal funds supplied to Conrail. A new Federal DOT proposal to realign Amtrak routes may cut 33% out of the current nationwide passenger system. He is also against any new federal financing for Conrail after the railroad gets the last of the current $1.4 billion program in 1981.

While less federal money will be going to the rails under the proposed budget, a long range plan to improve the industry's financial stability is being formulated. The administration hopes to roll back the regulation by the Interstate Commerce Commission, giving the industry greater rate flexibility and easing the abandonment procedured for unprofitable services. It is hoped deregulation will aid the railroads as much as it spurred the airlines over the last two years.

The proposed budget must be approved by Congress and can be altered. Thus, it may emerge in different shape than that proposed by President Carter—WALTER A. APPEL.

JIM KARVONEN



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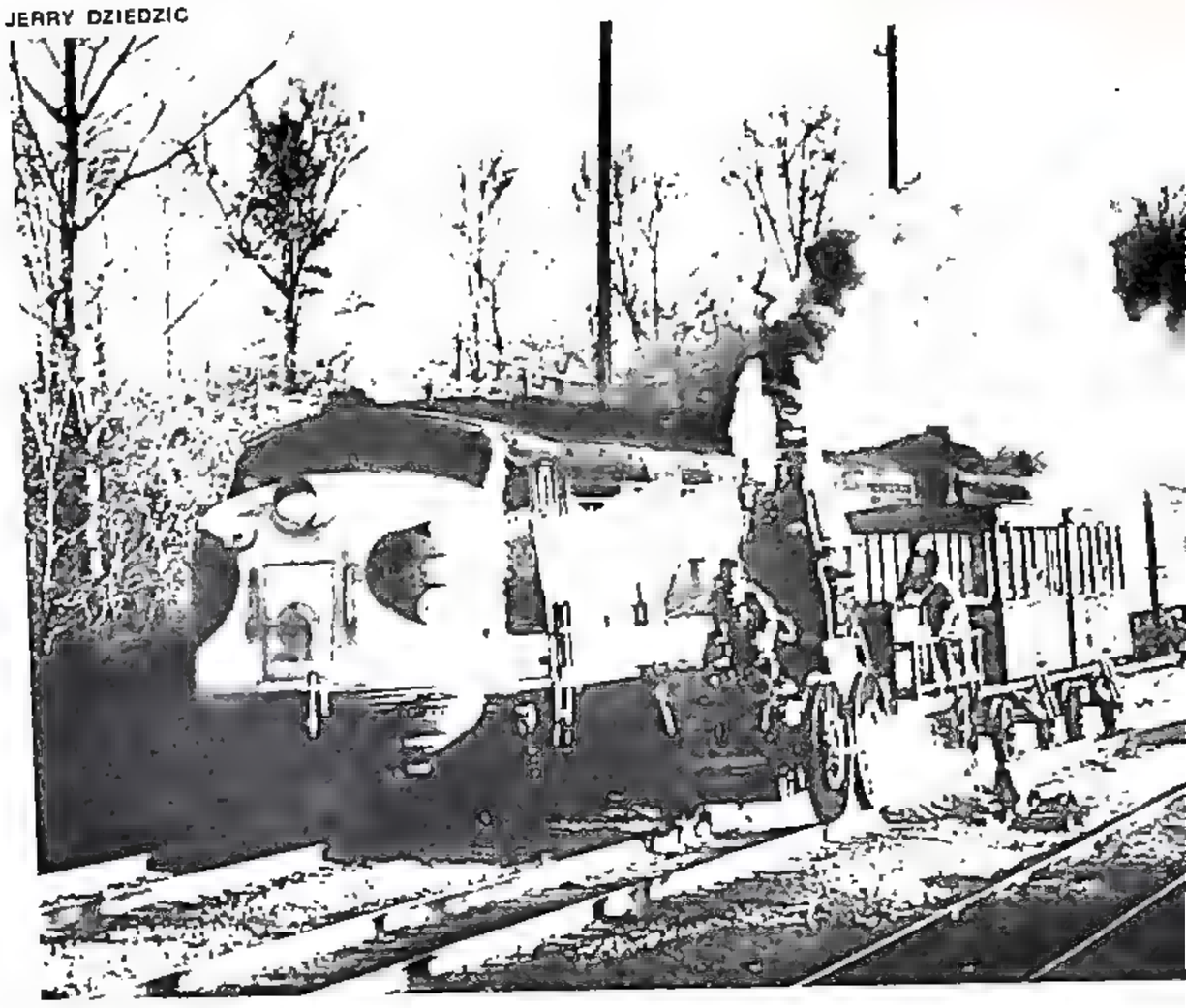


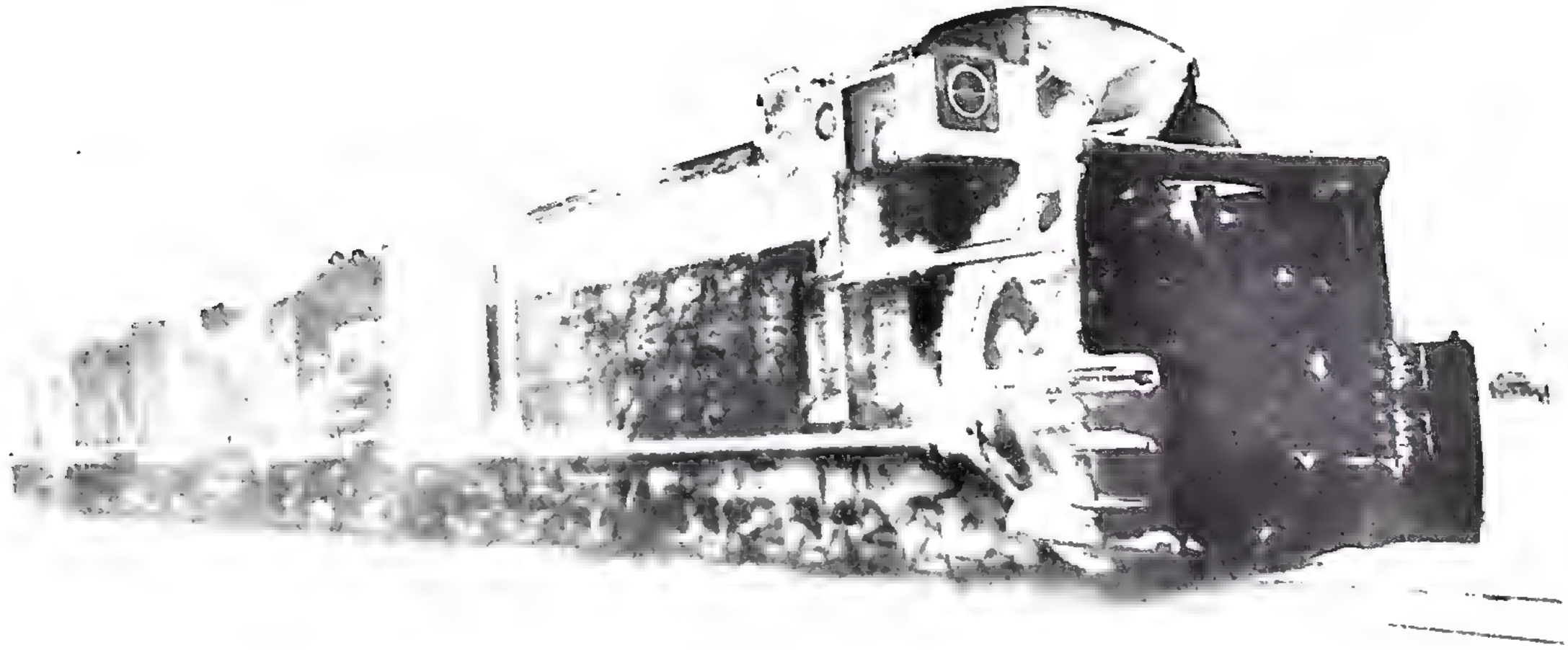
THE SOUTHERN CRESCENT made its last run as a Southern Railway train when it arrived in Atlanta on February 1, 1979. The SR gave it an appropriate send-off by escorting it into Peachtree Station (**right**) with the *Best Friend of Charleston*. The next day Amtrak units were mixed with the SR green and gold E's, but the schedule was expanded to daily between Atlanta and New Orleans. The first daily New Orleans *Crescent* passed B23-7's at Austell, Ga., on February 2 (**above**).

The Blizzards of '79

JIM PANZA

GEORGE R. COCKLE

1979 BEGAN in the Midwest with more than a month of brutal weather combining record cold and snowfall. The vast Chicago rail network was snarled and virtually paralized. The Santa Fe brought in its only rotary snowplow to clear drifted branches, and was photographed (**below**) at Benson, Ill., on the Pekin branch. Plows of all descriptions were put into service everywhere, and the Rock Island's distinctive plows made from "haystack" locomotive tenders got a workout, such as the one (**above**) on the UP's "River Top" line with the Omaha skyline behind — standing out starkly in the clear –14°F air on January 14. The biggest problem for the railroads was yards and burried trackwork. Everything had to be dug out — mostly by hand — and in most cases there was simply no place to put all the snow. The Blizzards of '79 will be a winter long remembered.



ROBERT NICHOLSON

Western Pacific's

WP's Feather River Canyon line from Oroville to Portola, California, is one of the most popular railfan attractions in the country.

by Dale Sanders

Third Subdivision

PHOTOGRAPHY: DALE SANDERS

EASTBOUND PIGGYBACK TRAILERS follow GP40 3512 and four other units through Spring Garden in 1976. Bicentennial GP40 1976 led the TOF over North Fork Bridge (**opposite left**) on Thanksgiving Day 1976. With graceful arches, this was the last link in the Oro Dam relocation project.

Mallets, FT's and F7's all took their turn pulling tonnage through the Feather River Canyon, only to be replaced by first and second generation hood units of ever increasing horsepower. Even though the motive power is different, the silver and orange paint is all but gone and the *California Zephyr* is now history, there are two things that have remained the same on Western Pacific's Third Subdivision: scenery and action.

Ever since its construction and opening in 1910, the stretch from Oroville to Portola, California, has been a scenic delight to travelers and a railroad paradise to railfans. Lets take a closer look at these 114 miles of railroad Western Pacific presently calls its Third Subdivision.

Oroville

Our first look is the western division point. Situated at the base of the Sierra Nevada foothills, Oroville is equipped with a modest sized yard where some switching is done. Most train make-up is done at Stockton, 110 miles to the south.

Oroville was the site for the railroad's shop facilities until the move to Stockton several years ago. The roundhouse has since burned down, but the "whiskers" and turntable are still being used by Salono Rail Car for repairing freight cars.

WP still, however, maintains a modest service facility for locomotives at Oroville. This is where extra engines are added for the eastbound climb up the hill and are removed from westbound trains since the excess power is not needed on the flatlands of the Second Subdivision.

From Oroville, the tracks join the Feather River temporarily but give up the river route to the foothills. The tracks once followed the river all the way to Keddie, but the construction of Oroville Dam forced a 23-mile relocation.

The relocation

A deck girder bridge signifies the start of the relocation as it crosses the Feather River just north of Oroville at milepost 211. The tracks then climb up, around and through the foothills of Table Mountain.

There are three sidings in the relocation: Kramm, overlooking Oroville and the Northern Sacramento Valley; Elsey, on the back side of Table Mountain; and James, where the scenery starts to change.

At James, the rails cross under State Highway 70, circle a small mountain, pass through tunnel four and cross back under the highway. James marks the change from rolling foothills to rugged mountains. At the East Switch of the siding, Highway 70 and WP share a 1,825-foot long Warren truss bridge to cross the West Branch of Lake Oroville, four lanes of concrete above, the WP's single track below.

For the railroad, it's off the bridge and into Tunnel 5, followed very closely by Tunnels 6, 7 and 8. Between Tunnels 7 and 8 lies Dark Canyon, a small patch of daylight spliced in the middle of two miles of tunnel. In winter months, this area is used for Broncos to climb on/off the tracks for their escort service, an operation which will be explained later.

Breaking out of the east portal of Tunnel 8, the rails extend out onto the North Fork Bridge. This 1,011-foot concrete arch bridge is the easternmost extention of the main line relocation project. Located at Intake, North Fork is probably the most photogenic bridge of the whole system, but it lies in a relatively inaccessible area of the canyon. For this reason, few people are willing to make the effort to photograph the bridge.

Poe

The first siding in the Feather River Canyon is Poe, a long siding nestled in the lower reaches of the canyon inaccessible by conventional vehicles. Poe is a favorite place to "swap power", a common practice on the WP. BN trains coming down from the Fourth Subdivision will trade entire locomotive consists with an eastbound BN train coming up from Oroville. This allows the pooled BN power to be returned sooner, cutting down on borrowed horsepower hours and servicing problems.

The most rugged terrain on the Third Subdivision lies between Poe and Pulga. The roadbed was carved out of solid rock cliffs, and where a bend was too sharp for the rails, the rails bored straight through. This area is also the most prone to winter rock slides.

WP Symbol Freights

Compiled by Dale Sanders, accurate as of February 1979. Subject to change without notice.

Eastbound main line trains:

TOF **Trailers On Flats** Oakland to Salt Lake City daily; sometimes consolidates with COFC on Sundays. Leaves Oroville early morning; exclusively TOFC traffic as well as finished automobiles.

COFC **Containers On Flat Cars** Oakland to Salt Lake City weekly as required; usually leaves Oakland Saturday afternoon after arrival of Sea-Land ship. If second section is run (happens often) train runs close to TOF schedule Sunday morning. If TOF is short, both trains will consolidate. Exclusively container cargo.

APUP/ APRG **Auto Parts Union Pacific/Rio Grande** Run only when WP has Ford contract. Milpitas to Salt Lake City empty return of the Ford Fast. Last two letters in designation indicate connection at Salt Lake; changes when contract changes. Train runs daily excapt Sunday; leaves Oroville in morning or early afternoon. Mostly empty auto parts cars but general merchandise handled as well.

WPE **Western Pacific East** Long-distance local from Stockton to Salt Lake daily. Performs most switching chores on main line for cars heading east. Expect this train any time.

GGM **Golden Gate Merchandiser** Oakland to Salt Lake daily merchandise train. Leaves Oakland early morning; leaves Oroville late night.

WPX **Western Pacific Expediter** Stockton to Salt Lake, also daily merchandise train. Usually precedes GGM up the canyon.

CIX **California-Illinois Express** Stockton to Salt Lake, run as needed. Used instead of running a second GGM or WPX. When run, usually follows GGM and/or WPX up the canyon.

Westbound main line trains:

OMW **Overland Mail West** Salt Lake to Oakland daily. Usually arrives Oroville late night, Oakland early morning. Handles TOFC traffic as well as other "hot" items.

GGV **Golden Gate Vans** Salt Lake to Oakland daily; generally arrives Oroville early morning. This is a secondary "hot" train

FF **Ford Fast** (also called **Fast Ford**) Salt Lake to Milpitas daily when WP has Ford contract. Handles Ford auto parts as well as finished automobiles.

S-PBF Given new symbol: **MDX** **Stockton Piggy-Backs and Forwarders** Salt Lake to Stockton, daily unless it consolidates with CCVX. Handles Reno traffic, steel for Pittsburg, Cal., and BN traffic that is set out in the canyon (usually Merlin) for pickup by an eastbound BN train.

CCVX **Chicago California Van Express** Salt Lake to Oakland daily, generally through traffic from Roper Yard to Oakland. Sets out Reno trailers at Reno Jct.

WPW **Western Pacific West** Long-distance local from Salt Lake to Stockton, or anywhere in between. Run only when needed. If very little work is required, S-PBF usually handles it.

SEAL **Sea-Land Unit Train** East Coast to Oakland, weekly as needed.

WPF **Western Pacific Forwarders** North Platte to Stockton daily. General merchandise and overflow traffic

Eastbound BN trains:

BN-138 Hot Los Angeles to Seattle through train daily, general merchandise although autos are almost always in consist. Usually follows TOF up the canyon.

BN-140 Generally a First Subdivision train, Oakland to Stockton daily, but seldom run as an independant train to Bieber. Usually consolidates with BN-138 or 170.

BN-170 Stockton to Spokane train daily. Usually run behind the BN-138 schedule (Oroville late morning/early afternoon).

Westbound BN trains:

BN-137 Hot Seattle to Los Angeles train (via BN, WP, AT&SF) daily, usually arrives Oroville in early morning.

BN-139 Secondary Seattle to L.A. train, daily except in slow seasons. Terminates at Stockton with connections via AT&SF to the south and WP to Bay Area. Also performs local work on Highline.

BN-171 Spokane to Stockton, daily except in slow seasons. Does local work on Highline as required.

BNO **Burlington Northern Overflow** Handles any extra BN traffic from Kalmath Falls, Oregon. This train is very infrequent and will more than likely be powered by a solid BN consist.

Extra trains:

RBE **Red Ball East** Handles extra traffic that does not warrent a second WPX or CIX. This train is very rare on the Third Subdivision.

GRX **Grain train Extra empties** Empty return of unit grain train. Oakland to Salt Lake as required.

RBW **Red Ball West** Very rare on Third Subdivision but common on First Subdivision. Same basic principle as the RBE.

UPM **Union Pacific Manifest** Handles extra traffic off the UP, often run as a westbound COFC with solid container traffic.

USS **United States Steel** (Steel Drag) Steel train from Geneva, Utah, to Pittsburg, Cal. Run if S-PBF cannot take extra tonnage or when USS needs more steel than can be handled by a general train.

GRW **Grain train West** Unit grain trains from two different sources. One off the UP at Salt Lake for delivery to San Francisco and the other off the Rio Grande for delivery to Sacramento.

1979 WP Roster Summary

Numbers	Model	Numbers	Model
601-606	SW9	1501-1503	SW1500
607-608	NW2	2001-2010	GP20
701-713	GP7	2251-2265	U23B
725-732	GP9	3001-3022	GP35
913, 917, 918, 921	F7	3051-3071	U30B
		3501-3544	GP40

Units missing from roster: 730, 2003, 3011, 3016, 3021, 3065 and 3505. F7 915 on roster unserviceable. GP40's 3540 and 3541 are painted Bicentennial colors and numbered 1776 and 1976 respectively. Roster does not include SN or TS units. Data from *Extra 2200 South* and Dale Sanders.

Portola, take Plumas County Road A-15. Like Highway 89, this road is crooked and should be driven carefully. A long distance view of Clio Viaduct can be had from A-15.

From Clio, the right-of-way ducks into another canyon relatively inaccessible by vehicle. While in the "boonies" the tracks pass through a tunnel and cross a through truss bridge. Mabie, about five miles northeast of Clio in Humbug Valley, is appropriately named because you "may be" lucky to catch a train there. Mabie is the last siding before Portola and is accessible via dirt road only from Highway 70.

Portola

Still following the Middle Fork of the Feather, the WP finally reaches the end of the Third Subdivision at Portola. This settlement was once a bustling railroad town with a multi-track yard, roundhouse and a large hotel-depot. Today, all that remains is a modernistic one-story yard office and an unused enginehouse. Most of the yard tracks have been removed, and the tracks that are left are used for storage.

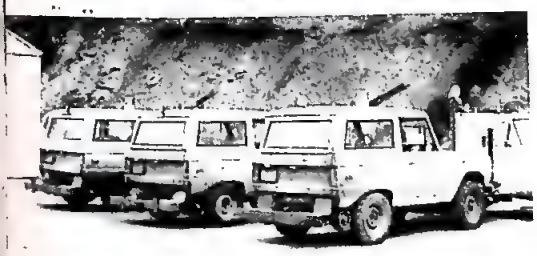
All trains have to stop at Portola to change crews and receive air tests as needed. Portola is also the point where the scenery again changes drastically, from trees to sagebrush. The rails give up the steep canyon walls for the great expanse of the eastern California and Nevada desert and the WP's Fifth Subdivision. It's still 607 miles to Salt Lake City.

Operations

The WP crosses the Sierra Nevada at a lower altitude than its rival Southern Pacific, the 5,220 feet of WP's Beckwourth Pass compared to the 6,900 feet of SP's Donner Pass. Although the WP has less snow to contend with as well as lesser grades, the problem of rock and mud slides exists in bad weather months.

Slides are difficult to prevent, so the WP has devised various methods for locating slides and halting trains before they reach the troubled area. One method is the rock fence, a series of wires stretched between vertical poles. The whole system is tied in with the line's signaling system and the dispatcher's office in Sacramento. If a slide breaks a wire, on-line signals turn red and a corresponding signal appears in Sacramento.

Another dose of preventive medicine, unique to the WP, is the Bronco escort program. Using Ford Bronco trucks equipped with hi-rail wheels, each train is lead through the canyon during foul weather. The



THREE FORD BRONCO hi-railers are assigned to Keddie to pilot trains through the canyon during bad weather to give warnings of slides or washouts. An eastbound WPE (**right**), the long-distance local, curves onto the main line leg of Keddie Wye Trestle after emerging from Tunnel 32.

THE EASTBOUND TOF is a favorite for railfans to follow through the canyon because of its relatively predictable schedule and favorable morning lighting. Here a TOF follows a U30B out of Tunnel 32 onto Spanish Creek Trestle—better known as Keddie Wye. James Siding (below) marks the west end of the canyon; in November 1977 the WPE runs around the APUP with UP units.

Bronco runs at least one mile ahead of the train and communicates back via radio at every milepost. If the Bronco finds a slide, the train is halted safely before ever reaching the problem area. The Broncos are also used during the summer months to watch for small fires which may have been caused by sparks from the train. In these cases, the Broncos bring up the rear.

For identification purposes, the Broncos in this unique patrol are named "Alpha", "Bravo" and "Charlie". If a fourth hi-railer is needed, it will be a pickup called "Bronco David". Other pickups used are given the names "Echo", "Fox", "Gator" and "Zebra".

WP's maintenance of way crews also rely heavily on hi-railers. Since many parts of the Third Subdivision are inaccessible by road. Hi-rail pickups, front-end loaders and cranes allow crews to reach any part of the system and still travel most of the way on conventional highways.

Most of the heavy Sierra snows fall on the Highline, but the Third Subdivision gets its share, too. If more snow falls than a locomotive pilot plow can handle, there is always a Jordan Spreader stationed at Keddie and/or Portola during the winter months. WP's only rotary plow was scrapped several years ago because of disuse.

Train dispatching for the entire railroad is done from the CTC board in Sacramento which the WP refers to as the Traffic Control System (TCS). The signals themselves are unique in that they are painted a turquoise-green color that is more highly visible the silver paint used by most Western roads. Signals are dark until a train is in the area or on its way. The dispatcher may line the signals up an hour in advance if no traffic is due in the opposite direction, so this means they can be lit anywhere from five minutes to an hour ahead of time.

Traffic density on the Third Subdivision averages 18 trains per 24-hour period up to Keddie and about twelve trains between Keddie and Portola. The heavier traffic west of Keddie is made up of the "Inside Gateway"

THE FEATHER RIVER CANYON provides an almost endless variety of railroad/river/bridge scenes and enough traffic to make the trip interesting. Here BN138 crosses Rock Creek Trestle on a very wet January day in 1977. This train will be in snow on the Highline before the day is out.

WP Radio Communications

Radio communication plays a big role in today's Western Pacific. Not only does it aid in train dispatching, but it is used extensively for the distribution of trackwork time and the Bronco pilot program.

The road channel, Channel Two (160.38), is used for mobile-to-mobile, mobile-to-yard and dispatcher-to-mobile conversation. Channel One (160.26) is used for mobile-to-dispatcher conversation. This two-channel system allows the road frequency to be used locally without interfering with train dispatching.

Due to the ruggedness of the canyon and its effects on radio waves, a complex system of repeaters and microwave stations is used throughout the canyon. Two frequencies are used for this purpose on the Third Subdivision. The first, 161.46, is used in the lower end of the canyon from Oroville to Camp Rodgers. The second, 161.475, services the upper end of the Third Subdivision as well as the Fourth Subdivision.

It is possible to hear a train on the repeater channel many miles away and not hear the dispatcher because using the microwave system he can select within a few miles where his transmission goes. This is not absolute, however, since radio waves carry, and on some occasions the dispatcher may activate all transmitters at once.

The PBX (radio telephone) is used very little by the WP, and for the most part the conversations on the PBX have very little to do with any operations.

The WP is an active radio railroad and is exciting to listen to. A scanner is quite valuable in getting the up-to-date picture of operations. If you visit WP's Third Subdivision, it would be well worth the investment for the four main frequencies.

Third Subdivision Radio Frequencies

160.26 Channel One
160.38 Channel Two (Road)
161.46 Repeater Channel (Lower Third and Second Sub.)
161.475 Repeater Channel (Upper Third and Fourth Sub.)
161.28 PBX San Francisco

traffic off the Fourth Subdivision's BN connection. After the Burlington Northern merger in 1970, it was possible to see an almost endless variety of paint schemes on the Third Subdivision due to the pooling of power. Colorful combinations of SP&S, GN, NP and CB&Q units were commonplace. Now that BN has painted all of its power Cascade Green, the BN pool is semi-predictable.

BN pool operations extend from Klamath Falls, Oregon, to Stockton, California. At times, BN power can be seen anywhere on the WP and vice-versa. This allows the BN trains to pass through Bieber, the end of WP's Northern California Extension, to Oroville where the power is either cut off, or if power is tight, run through to Stockton.

As mentioned, BN pool units are semi-predictable, limited only by the variety on BN's roster. When BN has the power, WP will get GP35's, GP30's, C425's, C424's, SD45's, F45's, SD40-2's and an occasional six-motor GE. If the BN is power short, expect anything to come down the Highline. Units such as F's, GP9's and C636's were all common when the WP-BN pool first started, but now are considered rarities.

WP's other pool power partner, the Union Pacific, is a little more predictable, sending endless streams of SD40/SD40-2's. If you're lucky, you may catch an "oddball" such as a GP30 or a U30C.

In most cases, the UP power comes through on the "hot" trains like the OMW or GGV, which eliminates the possibility for power swapping similar to that done with BN power. "Uncle Pete's" units usually go all the way to Oakland, but they could be pulled and sent home at any point. To make the return trip, UP units usually return on an equally hot train like the TOF or WPX.

Pool power is rarely mixed on the WP; for the most part, BN and UP are kept on their respective trains. If the WP is caught power short, they will grab what's available even if it means sending UP power up the Highline or BN to Salt Lake City.

The mainstay of WP's power on the Third Subdivision is a small fleet of GP40's, GP35's, U30B's and U23B's. The smaller power, GP20s and GP7's/9's, work the yards and locals but can be pressed into road service most any time. It is quite rare, however, to catch the WP's "fabulous four" F7's on the Third Subdivision since they fill the rather well-defined assignments on the San Jose trains and since the U.S. Forest Service has placed a ban on non-turbocharged power up the canyon in summer because of the danger of fire. Of course, the orange and silver F7 913 has the SP-style snowplow for winter service when needed in the canyon.

With the legendary scenery of the Feather River Canyon and the variety of WP and BN green, Uncle Pete's yellow and plenty of trains, the WP's Third Subdivision remains one of the photogenic highlights of Western railroading.

PORTOLA IS THE EAST END of the Third Subdivision, and the late afternoon sun glints off a TOF about to head east onto the Fifth Sub. Clio Viaduct, the highest bridge on the WP (below) is easily accessable from Highway 89. An afternoon westbound OMW has four UP SD's behind its WP GP35.

NICHOLAS MORANT

PORTNEUF, QUEBEC, was the scene of a meet between a local freight and a Montreal to Quebec express behind Canadian Pacific Hudson 2811 storming through at about 70 m.p.h. CPR staff photographer Nicholas Morant took the photo from a special framework hung on the tender of the local's engine — built to the clearance specs of the division engineer. A hand-colored version of this was used on the August 1955 cover of *Railroad*.

AS A TRIBUTE to the heritage of *Railroad* Magazine, we have selected the photos for this issue from the *Railroad* files. This is but a small sampling of the material available. Next issue we'll be back to our regular contributors.

Photo Line

PHILIP R. HASTINGS

A COLORFUL RED AND BLACK RS1 of the Spokane International was working the yard in Spokane in the winter of 1951. The Alco was only a little over a year old at the time. The SI has since become a subsidiary of the UP, and while the RS1's are gone, the railroad still exhibits an independent nature. The building in the background is the Continental Flour mill.

WESLEY STEAD

WABASH TRAIN MASTERS led eastbound First 98 through Valley City, Illinois, at 10:02 a.m. on July 25, 1956. Agent operator M.B. Stead was handing up the orders to the head brakeman who had ducked out the rear door of the cab to get a better shot at the order fork. The agent's son, Wesley Stead, took the picture as the mass of blue, white and gray passed the depot — note the "Western Union Telegraph & Cable Office" sign — and would you care to bet that's the photographer's family standing by the depot door? This scene captures the '50's for railfans better than *American Graffiti!*

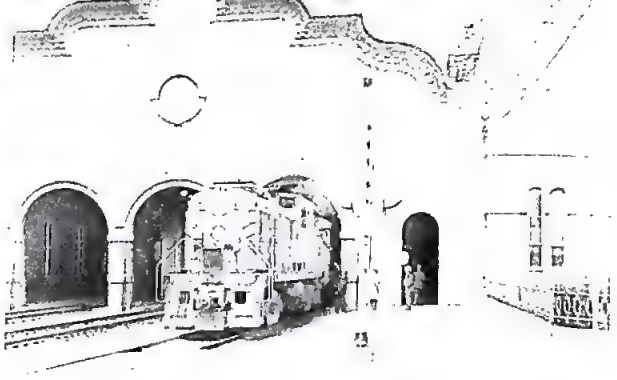
Photo Line

A FAMILIAR NUMBER is carried by this de-streamlined SP GS4 backing down the main past the Bakersfield, Cal., depot to replace the diesel units on the westbound *San Joaquin Daylight* in July 1956. Days of fame were two decades away for 4449, and on this day she was just another GS4.

RICHARD A. SMITH

ONE OF THE CLASSIC PHOTOS of all time is Lucius Beebe's view of StJ&LC doubleheaded Consolidations. His caption on the back reads, "Although the St. Johnsbury & Lake Champlain encounters numerous stiff grades in its 96-mile right-of-way through the Vermont hills, doubleheading is comparatively rare. Here Nos. 39 and 40 are on the smoky end of a long drag on the long hill out of St. Johnsbury, the ruling grade of the lien, 2.5 percent". Yellow RS3's of the Lamoille Valley fight this grade today.

LUCIUS BEEBE



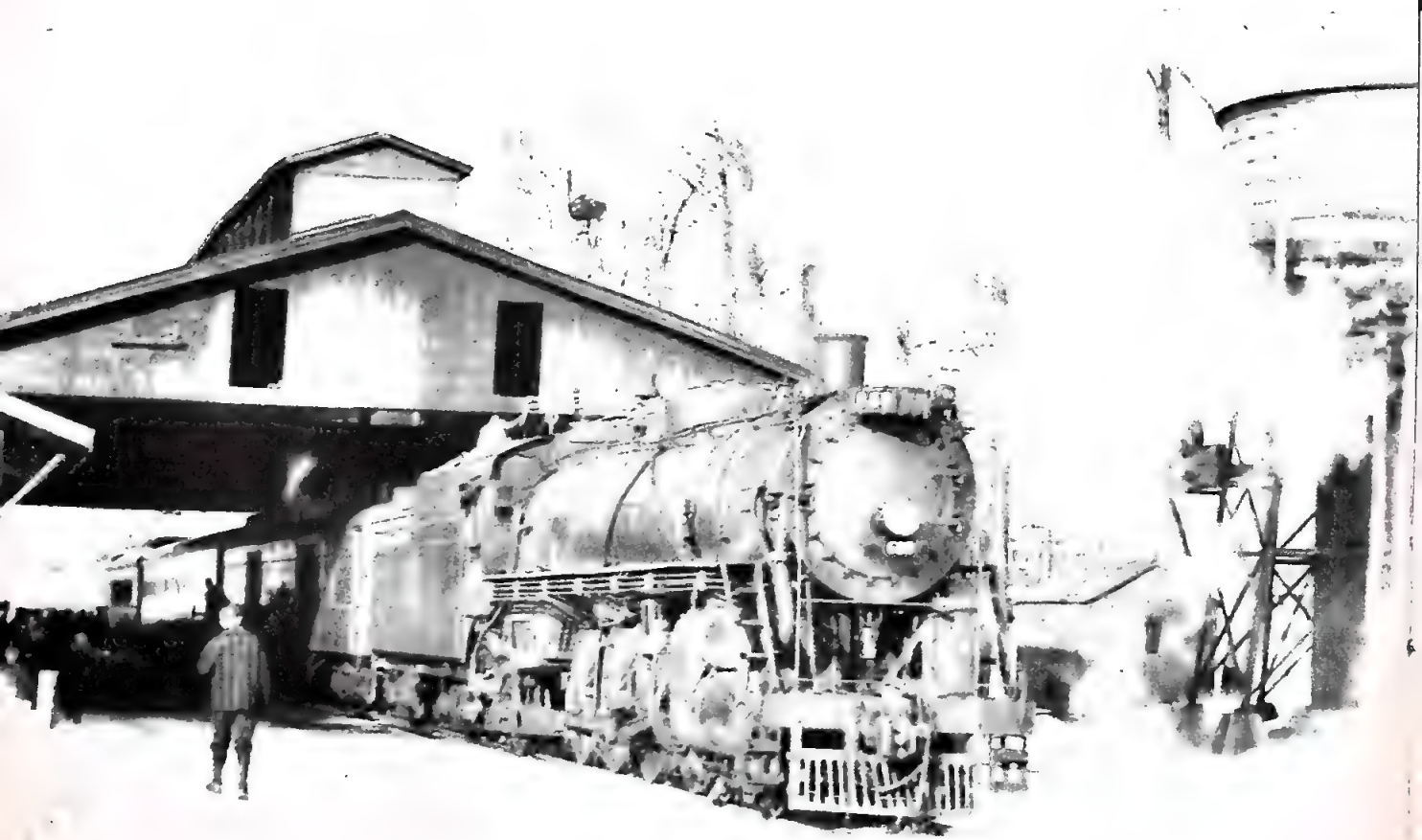
THE AMBASSADOR *CHANGED POWER at St. Albans, and on April 12, 1955, CN Pacific 5291 handed the consist over to CV RS3 1859. A few years earlier one of the 4-8-2's would have taken it south. The trainshed is now, sadly, gone.*

to ease axle loadings rather than as a functional necessity of a high-horsepower engine (ICRR 2-10-2's were ten tons heavier and had four square feet more grate area, for instance).

Regardless of their drawbacks when compared to locomotives in the rest of the country, the CV T-3-a's were a commanding presence in New England. They worked strictly from Brattleboro north, since the CV's Southern Division trackage couldn't handle them. Although they did work north of St. Albans, their real home was the territory between St. Albans, White River Junction and Brattleboro where they handled most of the through freight assignments.

The Southern Division below Brattleboro was dominated by the 2-8-0's, with the 63-inch drivered N-5-a's (460's) handling the through freights and the low-drivered M-3-a's (450's) working the locals. The M-3-a's were originally delivered without feedwater heaters, but the CV applied an Elesco system to the 450 and Coffin heaters to the remaining five (see "Extra 454 South", May 1978 RAILFAN).

If there was a common denominator of CV steam, it would have to be the N-5-a 2-8-0's. Reasonably powerful and the fastest freight engines on the roster, the big 460's and 470's worked at one time or another virtually every job on the railroad. They handled all the through freights on the Southern Division, supplimented the 2-10-4's in through freight above Brattleboro, caught local freights over the entire system, frequently



CANADIAN NATIONAL 4-8-4 6173 was leased to the CV from 1947 to the end of steam. Every night it would make the run from Montreal to White River Junction on the Washingtonian *(pausing here at Essex Junction on March 28, 1956) and return to Canada that same night on the* Montrealer. *The daytime* Ambassador *paused at Essex Junction with 4-8-2 600 on December 26, 1954.*

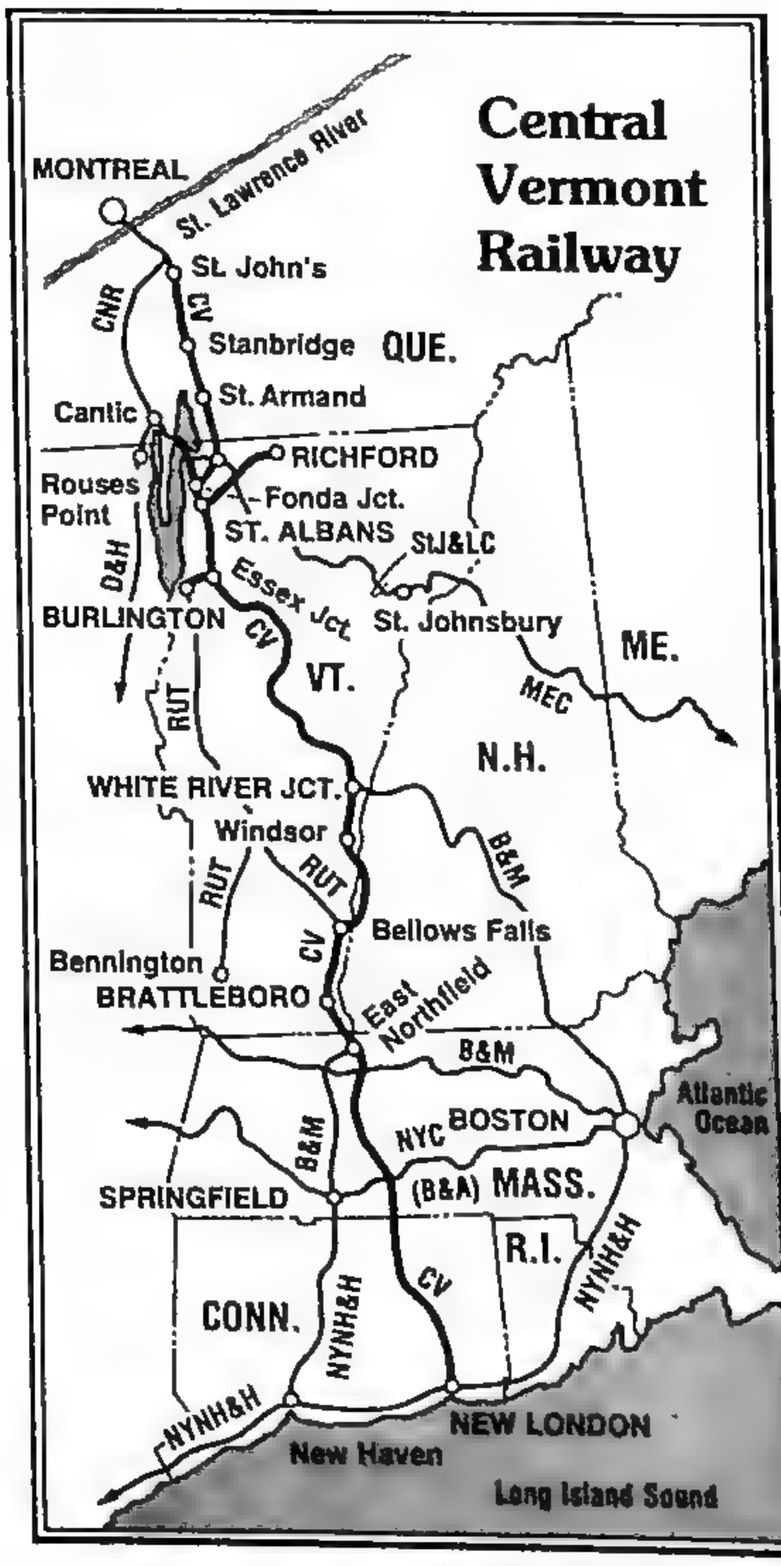
worked the milk trains and occasionally would be found hammering through the night with the Pullmans of the *Montrealer* or other passenger schedule. Rated at 55 m.p.h. on passenger trains, the N-5's could handle the system passenger speed limit of 55 and freight limit of 40. They would also frequently doublehead with almost any other class of engine on the line.

Because of pooling and shared-trackage agreements, passenger service on the CV utilized a very colorful blend of home road power mixed with B&M and CN engines. The most complex of these schedules was the Montreal-Washington *Montrealer/Washingtonian* which operated over the CN from Montreal to East Alburgh, the CV through St. Albans and White River Junction to Windsor, Vt., and the B&M to Springfield, Massachusetts. Below Springfield the train was handled by the New Haven to New York and the Pennsy to Washington, D.C. The CV/CN/B&M pool was in effect between Springfield and Montreal with each road contributing its share of motive power mileage. The CV's contribution to the pool was usually the four 4-8-2's, while the B&M used Pacifics and the CN worked with Pacifics or 4-8-4's.

Another pool involved the daytime *Ambassador* between Montreal and Boston which used the CN and CV from Montreal to White River Junction and the B&M's "Northern" line down through Concord, Nashua and Lowell to Boston. Being a lighter train than the overnighters, the *Ambassador* was usually pulled by Pacifics of the three roads, although by World War II the train grew heavier and the CV 4-8-2's began to take over the assignment.

The B&M was notorious, however, for "hijacking" CV motive power in Boston—the 4-8-2's had been known to show up in Portland, Maine, on the B&M—and the *Ambassador* was back to changing power at White River Junction in the later years. When the pooling ceased, the 4-8-2's became more common on the *Ambassador* as the three elderly and ailing Pacifics were used to trade off miles with the B&M on the Springfield line. Since it was a daylight train, the *Ambassador* became probably the most photographed of CV passenger trains.

In addition to the name trains, the CV had local passenger service, primarily north of White River Junction, with the B&M cover-



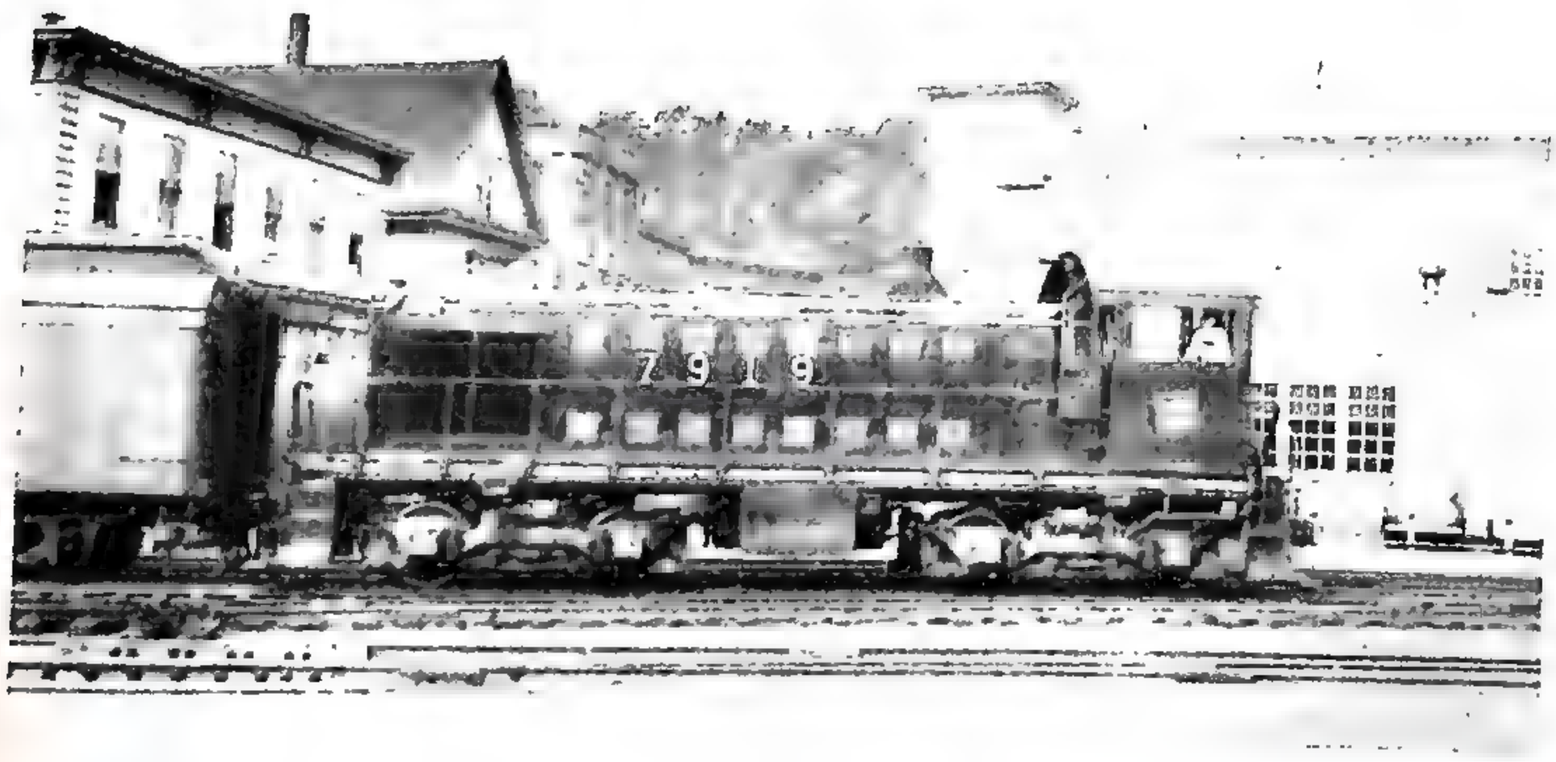
ing the local business south to Springfield. The CV's own passenger service south of Battleboro to New London had been in the care of Brill gas-electrics during most of the Depression. By the late 1930's, however, the "motor train" schedules were replaced by a mixed, and in 1939 the CV was able to return to the CN cars 146 and 147 which had been on lease. The mixed service ended in the 1940's, and the CV sold its "spare" gas-electric, 149, to Georgia Car & Locomotive Co. in late 1943.

In the postwar years, only one gas-electric, 148, remained of a roster that once consisted of six Brills. It was used to cover the accommodation on the "alternate" route north of St. Albans to Montreal via Highgate Springs and St. Armand on the east side of Missiquoi Bay that was CV track all the way to St. John's, Quebec. This had been the CV main line until the fall of '46 when they changed over to favoring the route crossing the bay on the long trestle at East Alburgh and connecting with the CN line via Cantic. The St. Armand line was torn up in the 1950's. The CV's last 4-6-0's, 219 and 220, were kept on hand to substitute with conventional equipment should the gas-electric have difficulties.

Although the CV bought three Alco S2 switchers in 1941 and 1942 (permitting it to transfer four 0-8-0's to the CN in December 1942) and four S4's in the early 1950's, it didn't get its first diesel road power until two boiler-equipped RS3's (1859-60) in 1956. As the U.S. railroads were dieselizing with a vengence in the early 1950's, the Canadian roads, including the CV, seemed to lag behind.

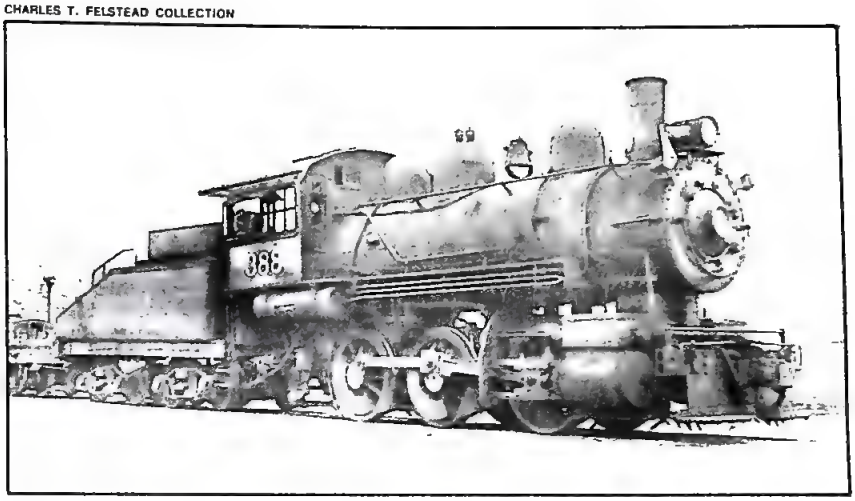
Trading off mileage, CN steam engines worked regularly into St. Albans in the mid-1950's. It was quite common for the CN power to work as far south as White River Junction in both freight and passenger service, but it would usually get turned back north at that point to avoid the outlawing on the time limit a Canadian engine could

HAL CARSTENS



DIESELS FIRST ARRIVED on the CV in 1941 in the form of two Alco S2 switchers 7918 and 7919. The latter was doing passenger switching at White River Junction on September 8, 1946. One Alco S4 remains today.

CHARLES T. FELSTEAD COLLECTION



EVEN SWITCH ENGINES had their moments on the CV. 0-8-0 501 paused in the night on the turntable at Brattleboro on April 21, 1956 (left), *and sister engine 500 rolled through a classic New England setting* (below) *with the Montpelier to Barre local on June 6, 1955. That covered bridge belonged to the Barre & Chelsea. The CV had three 1912 Lima 0-6-0's until the early 1950's; 388 was working Montpelier on June 12, 1948.*

spend in the U.S.A. without customs adjustments. The Canadian engines sent south of St. Albans also had to carry U.S. inspection papers, so the CN engines that showed up in that service were usually the same ones that returned day after day. Typical CN engines into St. Albans, were Pacifics or 4-8-4's and since U.S. papers weren't required on engines turned back at St. Albans, quite a variety of CN power showed up there. One CN 4-8-4, 6173, was actually leased to the CV for almost a decade, although it was never relettered. The 6173 protected the overnight *Montrealer/Washingtonian* schedule right up to the end of steam, making a CV 4-8-2 available for the *Ambassador*. Other common steam visitors were Grand Trunk 2-8-2's which would find their way south from Montreal, and Grand Trunk Western 4-8-2 6039 (now at Steamtown) found its way onto CV rails via its New England namesake.

While the *Montrealer/Washingtonian* was the overnight glamor train on the CV, the real work was done by the *Vermonter*. Preceeding the *Washingtonian* southward by an hour or so and following the *Montrealer* northward between White River Junction

and St. Albans, the *Vermonter* handled the local mail, milk cars and the St. Albans New York Pullman (usually a streamlined New Haven car in later years). Both the *Montrealer/Washingtonian* and *Vermonter* had schedules that could be handled by one engine working south to White River Junction and returning northward a few hours later. To avoid an engine change at St. Albans, CN 4-8-4 6173 would work the *Montrealer/Washingtonian* all the way between Montreal and White River Junction, while a CV 4-8-2 would cover the *Vermonter* from St. Albans to White River Junction and back.

Although the CV didn't buy its first road freight diesels until an order of GP9's (4547-4557 and boiler-equipped 4923-4929) in 1957, it began dieselizing its hot New London-Montreal through freights in 1951 using CN diesels. Initially and most notably, Kingston-built Fairbanks-Morse C-liners were used, and by 1952 the olive and gold diesels had completely displaced the 2-8-0's and 2-10-4's from hotshots 490 and 491. Canadian-built FA's would show up occasionally, and by the mid-1950's GMD F-units became common. The units were leased on a by-the-day basis, and the CV may have become the first major railroad to dieselize a substantial part of its service with somebody else's engines. Ironically, the CN would occasionally have to substitute steam for one of the diesel sets (usually a 4-8-4), but track conditions and weight restrictions on the Millers Falls bridge would keep the CN steamers from venturing south of Brattleboro, and most were turned back at White River Junction.

The first trains to give way to the CV's own diesels were the daytime *Ambassadors* in 1956, which would forfeit their CN Pacifics at St. Albans for a CV RS3. With the arrival of 18 GP9's in early 1957, the CV was able to completely dieselize almost overnight. The last steam run on the railroad was the Palmer to Brattleboro local on April 8, 1957, with 2-8-0 451. Appropriately, the last engine was a workaday veteran from the pre-CN Grand Trunk era. All of the CV engines were retired formally by 1960, and only one has been preserved. 4-6-0 220 is now in the museum in Shelburne, Vermont.

Although Steamtown's Nickel Plate Berkshire 759 made a run between White River Junction and Montpelier as a part of a weekend excursion from Boston in October 1973, and CN 4-8-4 6218 ran a couple of fantrips to White River Junction in the mid-1960's, it has been over 20 years since any CV steam has operated. The amazing thing is the fact that the same Geeps that displaced the 2-10-4's and their kin in 1957 are still the CV's prime freight power today, and only one unit (SW1200 1511, 1960) on the entire railroad was built since the year of steam's demise. The style of railroading has changed, but the CV remains only one generation removed from steam (for the purposed of this somewhat theatrical wrap-up, you have my permission to ignore the F40's and Amfleet on the *Montrealer*).

HAL CARSTENS

THE BIGGEST AND NEWEST engines on the CV were the ten T-3-a 2-10-4's built by Alco in 1928. They gained lasting fame as the biggest engines to run in New England. The 708 came banging across the Rutland tracks in Bellows Falls (top left) *on the authority of the ancient ball signal on June 21, 1952, as a Rutland 0-6-0 simmered in the background. On October 27, 1953, a pair of CNR FM C-liners came north through the same location with a Rutland RS3 idling in the background. 2-10-4 707 was in the Brattleboro engine terminal on May 21, 1955* (left), *but even there diesels were on the scene as B&M FT's and an F7B* (right) *eased into the yard.*

self-imposed limit of 25 m.p.h. on its own train. Since the Katy has no traffic rights on Rock track, no switching is done en route.

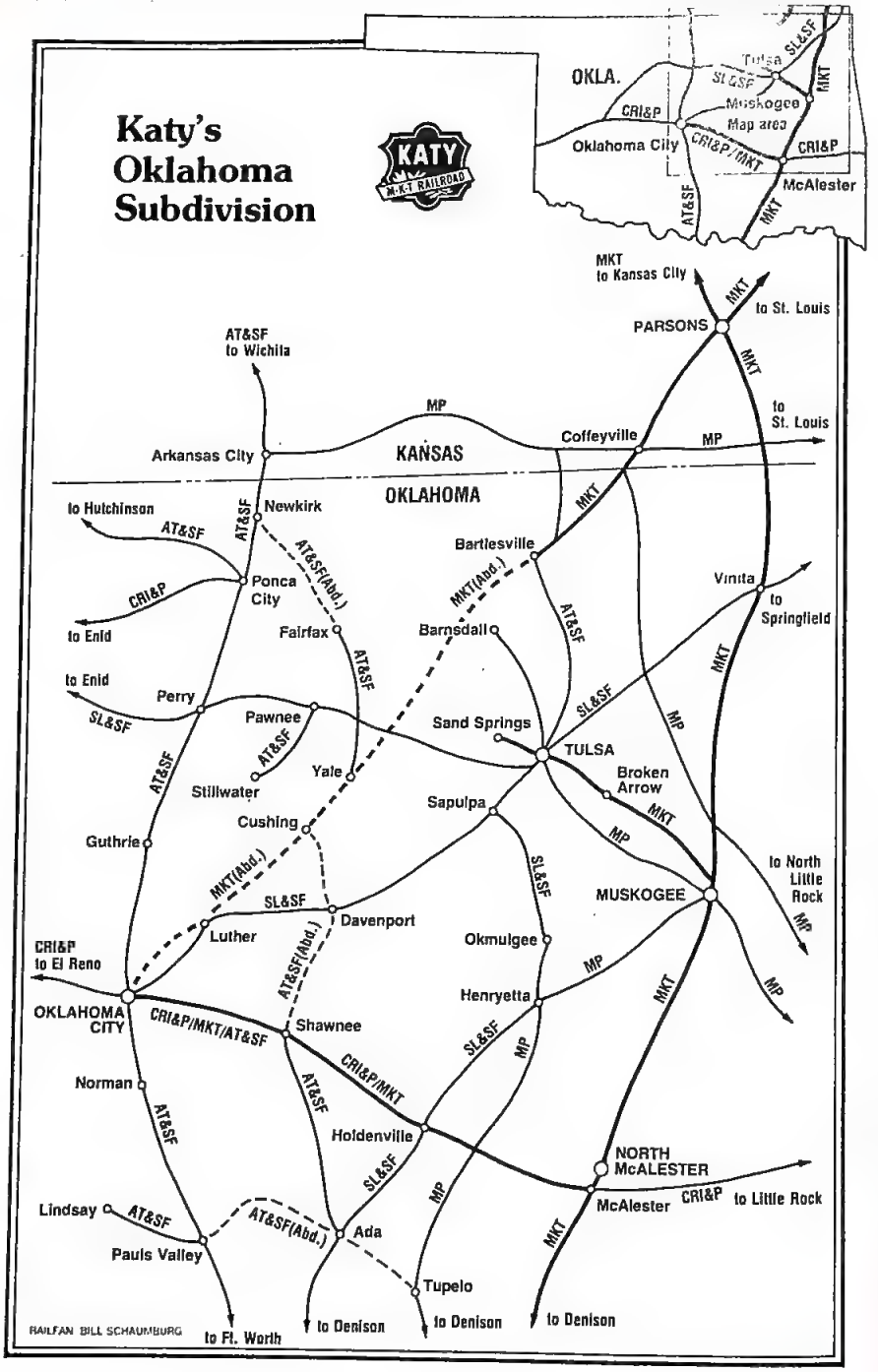
The F's tie up overnight near the Katy's modern brick depot at North McAlester to await the Tuesday, Thursday and Saturday westbound runs. The crew call time can vary widely depending on arrival time the night before, crew rest and the delivery of cars, but it generally runs from 6:00 to 10:00 a.m.

A switch engine is kept at Oklahoma City (presently NW2 No. 8), and it works one shift per day with a call time of 3:00 p.m. This permits the yard crew to break up the incoming train from McAlester, deliver and pick up cars for customers and interchange, and make up the outbound morning train all within each evening's work.

It's an interesting sidelight that the Katy isn't the only railroad to reach an orphaned line over the Oklahoma City-McAlester line of the Rock. The Santa Fe also abandoned substantial trackage in the area and left its Shawnee to Ada segment without connection to home rails; it negotiated trackage rights with the Rock for use of the line for 37 miles from Oklahoma City to Shawnee. The Santa Fe keeps one unit at Shawnee for town work and the Ada local, and it runs one train each way a day over the Rock. Typical power is Geeps or CF7's. The Rock's own traffic typically consists of two heavy trains each way a day with three or four units each and that incredible mix of power and colors only the Rock can conjure up.

The Katy's once-extensive fleet of covered wagons has had a long and colorful history. While the road never had a particularly

THE TWO COVERED WAGONS headed into the siding at Haywood on November 25, 1978.



large fleet of any given model, it did have a sampling of just about everything EMD and Alco had to offer. The Katy's first covered wagons were a pair of E7's (101A and 101C) delivered in March 1947, and over the next four years the passenger fleet was expanded to include nine E8's, six PA1's and eight PA2's. Eight FP7's were added in 1952. The MKT discontinued its last passenger trains (two each way between Kansas City and Dallas) on June 30, 1965, and its entire fleet of E's and PA's was disposed of shortly thereafter. Eight of the E8's went via Precision Engineering to the Atlantic Coast Line, survived through the SCL merger and became Amtrak 238-245 before being retired and scrapped in 1975.

The Katy's first freight covered wagons arrived only three months after the E7's in the form of seven A-B-A sets of F3's. Within the next four years the fleet expanded to include 16 F7A's, four F7B's, 18 FA1's and a lone FA2 before the road turned its attention to Geeps and RS3's in the early 1950's. The Katy's last cab units were the eight FP7's of 1952, although they bought four F9B's in 1955.

In the latter 1950's the FA's were re-engined with 1500-h.p. EMD 567's—except for two which got new Alco 251's in 1956. The covered wagon fleet began to scatter in the mid-1960's as they were either traded in on GP40's or sold to Precision Engineering. The units which went to Precision began showing up all over the place, and the next few years found Katy re-engined FA's on the TP&W, and F's and FP7's on the IC and C&NW.

By the end of 1978, only six covered wagons remained on the Katy, with the Oklahoma Sub being their only "regular" assignment. Two F7 B-units (75E and 75F) and 401B, the former FP7 81C with a blanked-over cab, comprise the remaining booster unit fleet, while the surviving three cab units consist of one each F3, F7 and FP7—all, incidentally, in the new green and yellow. The F3, 70A, was part of the Katy's original cab unit order, while F7 72C was from one of the A-B-A sets of 1949. FP7 78C of 1952 was part of the road's last cab unit order.

With two of the three cabs working most of the time on the Oklahoma Sub, the third can usually be found running in general freight service, and a Geep will occasionally substitute for one of the F's to Oklahoma City. With the F's surviving the recent purchase of SD40-2's and GP38-2's, the immediate future looks good for them and their continued use on the Oklahoma Sub. Long range? Better shoot 'em while you can.

Interesting Railfan

Number 194: John W. Coniglio

BY FREEMAN HUBBARD

LINDA EVE HINES

Rail cameramen, both amateur and professional, have fun in many ways, but the best way we know of is to stalk steam power in your car with photographic equipment and a lovely girl you're fond of, preferably one also interested in steam, and occasionally to spend late-night hours alone with her while waiting for a certain locomotive to show up. Plenty of shutterbugs recall such nights. Incidentally, it's amazing what kind of martyrdom an otherwise normal guy will put up with sometimes just to snap a picture of a smoke plume and the future scrap-iron that chugs along underneath it.

John William Coniglio is unmarried. His girl friend is a dark-haired beauty of medium height named Linda Eve Hines. You'd have to travel far to find a more attractive and more companionable railfanette. On April 9, 1976, Bill—that's his nickname—drove Linda in his Ford Falcon to the depot parking lot in Anniston, Alabama. There they awaited the nocturnal passing of the Southern's 4501. The green Mikado was en route from Birmingham to Atlanta to pull a fantrip the next morning.

According to crewmen, the engine was due to highball through Anniston without stopping at about 3:00 a.m. That time was hours away. Bill and Linda took the news good-naturedly. They ate a tasty supper—picnic style—chatted a while, and then tried to settle down cozily for shut-eye in the cramped and cluttered driver's seat. Well, you've seen Fords. They're somewhat smaller than a Vanderbilt tender and not quite so luxurious as the presidential suite in the Waldorf-Astoria.

"Sleep was elusive," Bill informs us, "what with elbows caught in the steering wheel, knees telescoped into ankles under the dash, and all kinds of gremlins rattling in the floor of the car or walking the streets outside. The syndrome of stiffness and minor aches and pains had reached a crescendo. With four hours still to go, we decided to get out and stretch our legs.

"As I fished for the car keys I felt, more than heard, a wisp of sound. It seemed to hang in the air like the legnedary Lorelei of the mountains—the siren song of a vanishing cloud of steam echoing across miles of starlit Alabama countryside. We listened so intently that the anticipation of its own force drew the distant roar of the steel dragon a little closer.

"Her haunting whistle call, now clear and insistent, filled the night air, the shadowy dwellings and apparently the minds of the local populace. Human beings from near and far gathered at the station in ever-increasing numbers. The scene could have been in the 1930's, with a midnight special running on time and blowing the crossings with the

TWO PHOTOS: JOHN W. CONIGLIO

BILL CONIGLIO'S girlfriend Linda Hines is an accomplished photographer and enjoys traveling. Bill caught Southern's eastbound Asheville train meeting a freight at Black Mountain in June 1972.

beautiful arrogance that only a steam locomotive can carry off successfully.

"Actually, we were in the diesel age. Steam trains in regular service were either remote memories or a form of travel that many of us had never known. So, for most people in Anniston that night the 4501 was a novelty to gape at, just as airplanes had been when grandpa was a boy."

Four hours later the 4501, running light, whistled into Austell, Georgia—a steam-powered chord organ with all the stops removed. Instead of speeding through town, it was stopped by a red board, and railfans gathered on the platform wondered about her unlit starboard marker light. The September '76 *Railroad* Magazine carried the photo that Bill Coniglio made in Austelle that morning. It was the first publication of any of Bill's pictures. Since then, others have appeared in a long list of publications. He has also won five photo contest prizes.

On another occasion, a few months ago, the couple drove to Intervale, Virginia, to ride the steam-powered Alleghany Central, Jack Showalter's marvelous enterprise. In order to arrive for pre-dawn photos—if you've never done that, you've missed a lot—they left Chattanooga the previous evening and drove all night. For hours Linda's enthusiasm kept her awake—through Knoxville, Bristol and well into Virginia. Then she requested a pillow and went to sleep leaving Bill alone with his thoughts and the highway's hypnotic sameness.

Through Radford, Roanoke, Clifton Forge and Covington the sandman continued to work his magic on the slumbering girl. At length the Ford reached the Alleghany Central station, purred up to the side of the 1286, a former Canadian Pacific G5 4-6-2, and stopped. Bill awoke his partner—or thought he did. She sat up in the seat, turned toward the 1286, said, "Where is it?" and immediately fell back asleep for two-and-a-half more hours. Upon finally regaining consciousness, she didn't recall the incident.

It's not surprising that Bill Coniglio should be interested in steam railroading in the South. A native of Tennessee, he was born in 1945 on May 2nd, a day famous in railroad history. (On May 2, 1851, the world's first telegraph order was issued at Goshen, New York, by Charles Minot, general superintendent of the New York & Erie Railroad.) It would have been poetic justice for Bill to have gone into railroad telegraph service, but he was born too late for that. His early memories of railroading are mostly of the Tennessee Central in his neighborhood and being taken to Nashville, Chattanooga & St. Louis shops at a very early age and being afraid to go up into an engine cab. He was operating a Lionel tinplate O27 freight set at age five. His first rail photo showed a TC fireman, but the first fantrip he rode on (and the last one until 1977) was out of London, England, where he lived with his family in 1960 and '61.

Bill had about 6½ years of college, including Vanderbilt University, where his father is a professor of biochemistry, and in 1973 he received a B.S. degree in Human Service from the University of Tennessee. Meanwhile, beginning in 1966 he served three years in the U.S. Army, stateside and in Germany. Bill has worked as laboratory assistant, carpentry crewman, painter, etc. He is currently freelancing as an industrial cameraman and studying communications at Cleveland (Tenn.) State Community College and hopes eventually to teach photography at the secondary or college level while continuing to freelance.

JOHN W. CONIGLIO

IN THE CAB of Southern 2-8-2 4501, Bill photographed volunteer Paul Brock shoveling the coal as the regular fireman and SR Master Mechanic-Steam Engines Bill Purdie (front seat) watched the rails.

Steam locomotives fascinate him. "In action," he says, "they are almost alive. They breathe, sign, groan, shriek and bellow. The combination of marker lights, headlight and handrails seems to give many a loco a 'face.' And there is a kind of ineffable wholeness in a passing train. First a cycle of emptiness coupled with anticipation, then the heightened awareness as the train rushes down upon you, and the inevitable void immediately after it is gone. And it's always going somewhere. That's part of the mystique."

As a member of the Tennessee Valley Railroad Museum, Bill does volunteer work. Much of his activity consists of doing photo layouts for its periodical, *Smoke & Cinders.* He also belongs to the National Press Photographers Association.

"My main railroading interest," he tells us, "is photography, chiefly artistic photography. Being part of an operating museum adds a new dimension to my interest—learning how steam locos work and how to preserve artifacts while attracting visitors to the museum. As a serious photographer, I strive for more than documentation. 'Nuts and bolts' are important, of course, but I feel that a railfan will grow, both in the medium and personally, if he or she interprets the subject matter with a camera.

"I like pictures that tell a *new* story, or a familiar story from a fresh viewpoint. I prefer pictures that communicate messages through the elements of value and composition, as well as color. Railroad scenes with human interest are near the top of my list. People are the essence of railroading. They create, finance, operate, maintain, patronize and, in some cases, abandon railroads. People are what life is all about."

Bill doesn't actively collect railroadiana. "It belongs," he says, "in museums, but I like timetables and other company publications for their historical value."

Aside from railfanning, Bill Coniglio plays the accoustical guitar and five-string banjo. "Music," he states, "is an intrinsic part of my life. I play mostly folk and country style music—for example, 'Take Me Home Country Roads'—but many tunes I play I make up as I go along. Classical and serious progressive musical forms likewise appeal to me."

His reading includes technical photographic literature, rail publications and two or three good newspapers. Now and then he writes poetry. Another of Bill's hobbies is taking apart the motor of his 1947 Jeep and tinkering with the brakes and wiring systems. Sometimes it please him to drive a vehicle "with no roof or walls around me," even in chilly winter weather—but he wouldn't subject Linda to such travel.

In addition, he collects, fixes and operates pre-1945 model electric trains. And he has done sketching and some university theater. Bill doesn't take part in organized sports, but likes hiking, fishing and other outdoor activities. While in the Army, he used several "leave" vacations to hitch-hike around Europe.

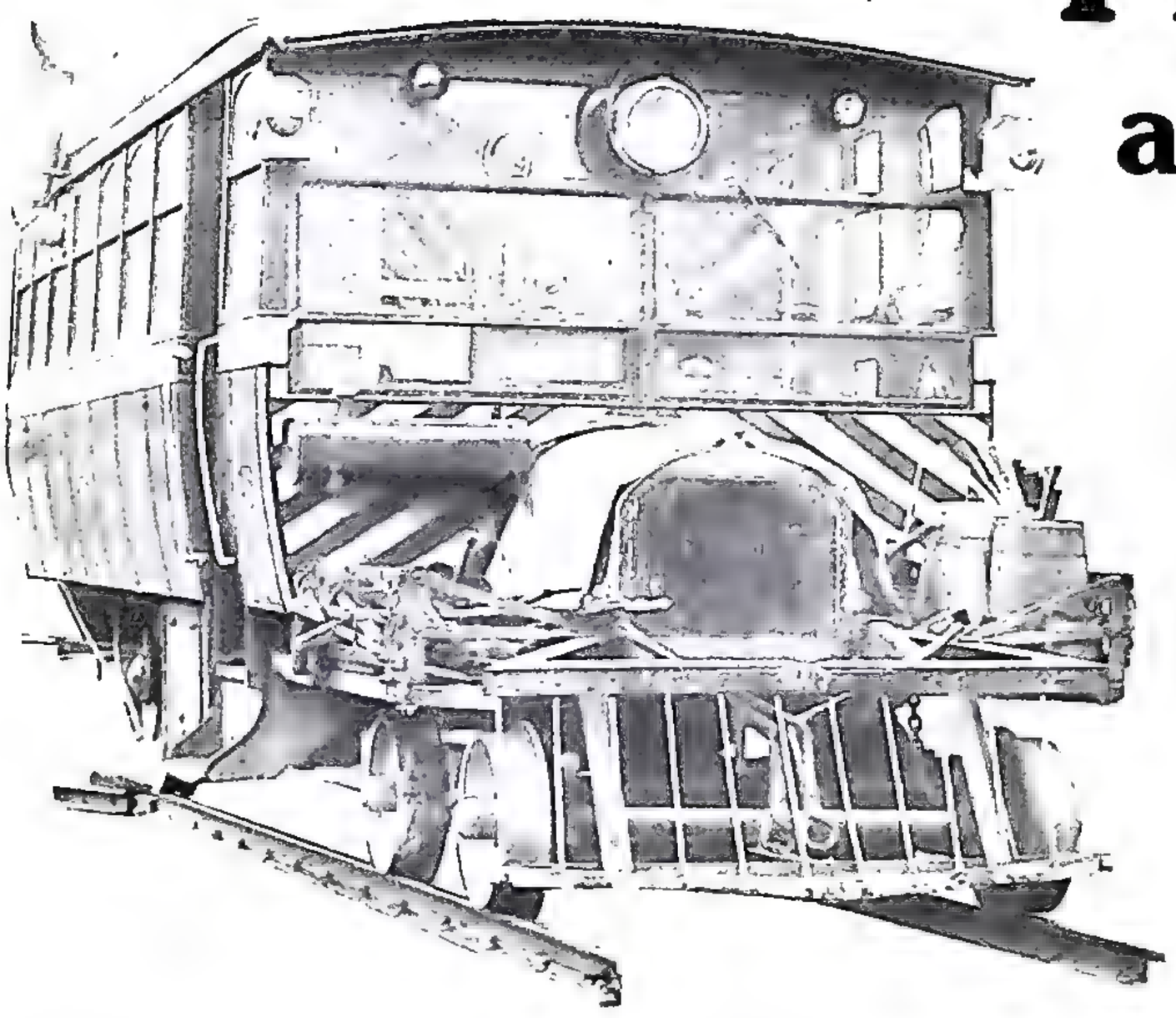
Bill was raised in the Episcopal Church, but his present religious ideas are eclectic, finding some good in all religions. Politically, he is an independent. He has a keen sense of the absurd, enjoys humor—even at his own expense—is usually easy-going and reasonably successful at controlling his temper. He regards his fellow human beings as people to relate with instead of objects to be manipulated.

Five Alcos and a *Mack*

by Chris D'Amato and Chuck Killian

PHOTOGRAPHY: CHRIS D'AMATO, EXCEPT AS NOTED

The Chestnut Ridge Railway is an industrial switching line with some very interesting equipment.



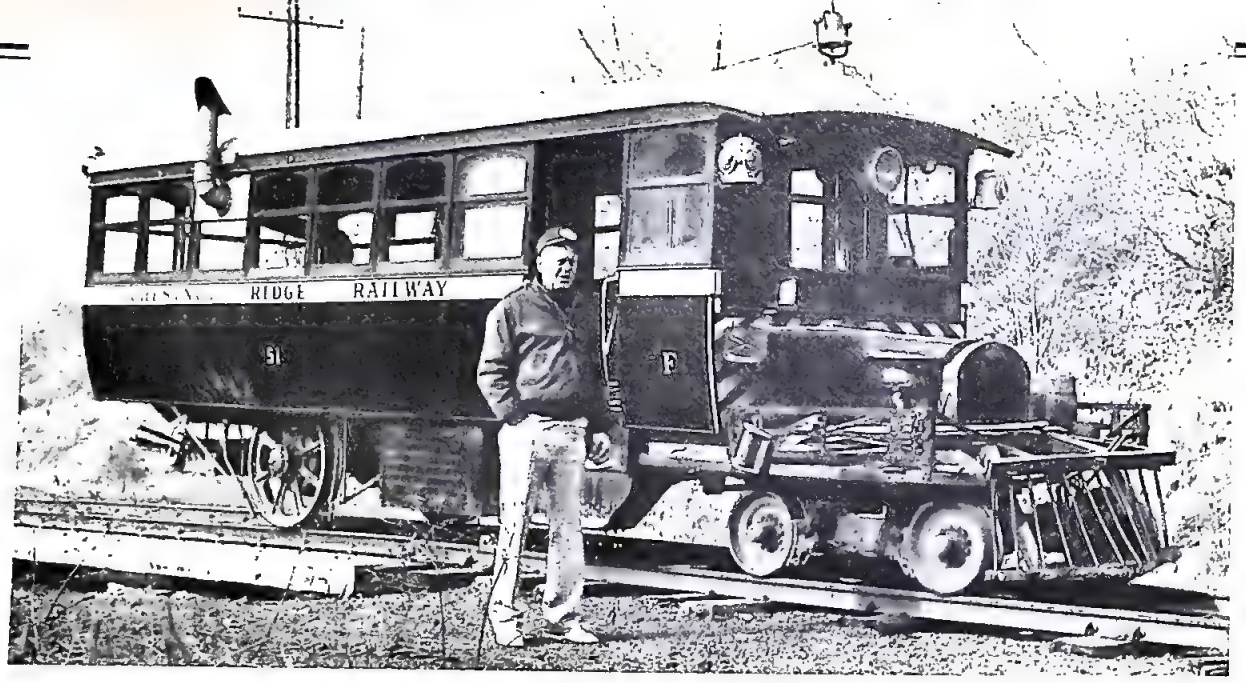
Nestled along the banks of the Aquashicola and Buckwha Creeks in Carbon County, Pennsylvania, lies the Chestnut Ridge Railway. Generally regarded as an obscure and elusive industrial switching line by the railfans who pass in great numbers within sight of the line's western end while chasing Conrail and D&H freights through Lehigh Gap on former CNJ and LV trackage, most settle for a glimpse of a black Alco switcher within the imposing New Jersey Zinc mill as their total exposure to the Chestnut Ridge. The line is, indeed, elusive, and much of it is quite inaccessable within the fences of NJZ's two zinc plants in Palmerton, but upon closer examination there's a surprising amount of the railroad that's both accessable and appealing. After all, it's roster is 100% Alco, except for the Mack railbus!

The Chestnut Ridge Railway, which takes its name from the hill that rises above the tracks near the village of Little Gap, functions today primarily as an in-plant and inter-plant switching road for New Jersey Zinc's two plants in Palmerton, but its "main line" covers a total of 7.2 miles from the Conrail (CNJ) interchange at Palmerton to Little Gap to the east. Once clear of the industrial area within Palmerton, its weed-covered right-of-way meanders alongside babbling brooks, through open fields and even passes a covered genuine covered bridge as it makes its way through the bucolic countryside to the sleepy hamlets of Little Gap and Kunklestown.

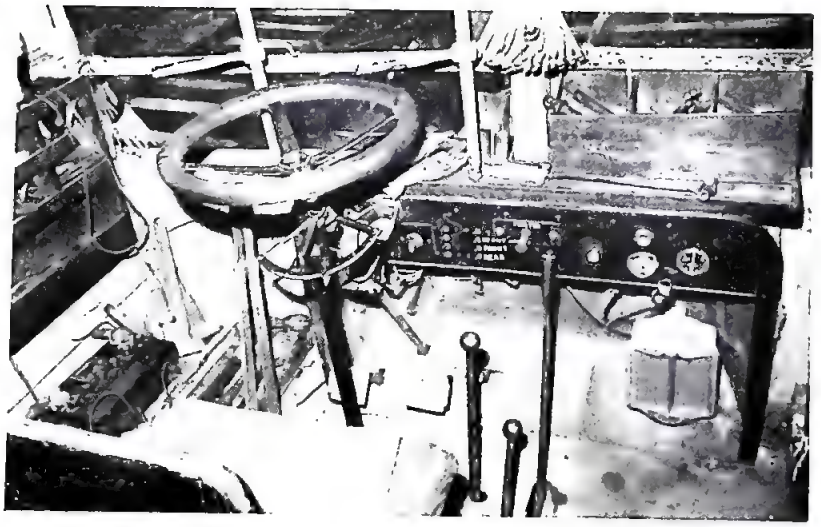
The railroad was organized in 1898 for the

AT THE CARBARN in Palmerton yard, Alco 21 posed on the lead to the Hazard interchange with the CNJ next to the Mack railbus which was pulled out for the photographers. The Mack sees almost daily use, but usually makes its rounds of the property between 4:30 and 7:00 a.m. in poor light.

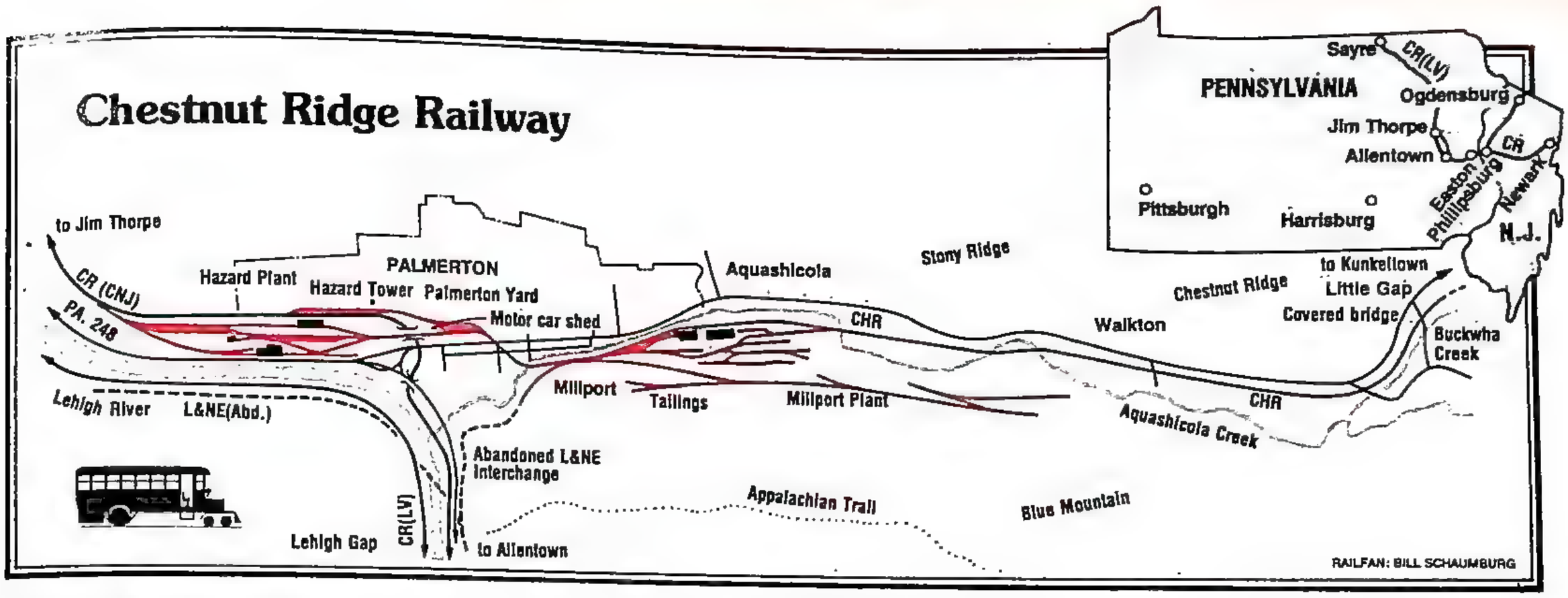
CHUCK KILLIAN



BOB ROBERTS, the railroad's track maintenance foreman, is Mack 51's caretaker, and he's done a fine job. When he pulled it out for photos in November 1978 it started right up and purred like a kitten. That "steering wheel" by the driver's seat is really a handbrake staff.



THE INTERIOR OF THE MACK, with its utilitarian chests, trackwork equipment and space heaters, shows its workaday nature. Note the car seals above the dash and name on the seat.



purpose of hauling bricks from a factory in Kunklestown to a connection with the Central Railroad of New Jersey at Lehigh Gap, about a mile south of Palmerton. Construction of the eleven-mile line took almost two years, and during that time mules were employed to pull flat cars loaded with rails, ties and other supplies along the partially completed route.

It was said that the Chestnut Ridge had two millionaires on its board for every mile of track. Among its backers were such financial wizards as J. P. Morgan, Howard Gould, Harry Pane Whitney, Chauncey M. Depew and John Jacob Astor, all of whom had a financial stake in the brick company which used the white clay of the area to produce white bricks. While they were unusual and said to be superior to the red bricks of other regions, the popularity of the white bricks was short lived. The financiers also had plans to turn the region around Kunklestown into a resort area similar to the Poconos, but these plans never materalized. After a few years the railroad's distinguished backers disposed of their interest in the line. With the failure of the brick factory and the subsequent exodus of the railroad's big money, the little line quickly fell upon hard times. Employees went weeks at a time without pay. Things got so bad that, according to one report, conductors were allowed to take their wages out of the passenger receipts and split them with the engineers.

The years between the turn of the century and America's involvment in World War I saw a number of changes and proposed changes on the line, including its eventual purchase by New Jersey Zinc. In 1898 the Lehigh Zinc & Iron Company changed its name to the New Jersey Zinc Company and broke ground for a new plant alongside a bend in the Lehigh River in what is now Palmerton. The town was named in honor of Stephen Squires Palmer, New Jersey Zinc's first president.

The railroad was reorganized in 1902 as the Chestnut Ridge Railway, and in 1907 its fortunes improved greatly when the line was purchased by New Jersey Zinc. Its offices, yard and engine-house were moved to Palmerton, and traffic picked up as the railway hauled products to and from the zinc company.

In 1911, the railway's connection with the Jersey Central was moved from Lehigh Gap to the CNJ's Hazard interlocking in Palmerton. (Abandonned "HX" tower still stands, a victim of CTC.) The line relocation also included a direct route through Plamerton between the two NJZ plants. Prior to its completion, Chestnut Ridge trains had to run on CNJ iron from Lehigh Gap to reach the Hazard plant on the northwest side of Palmerton.

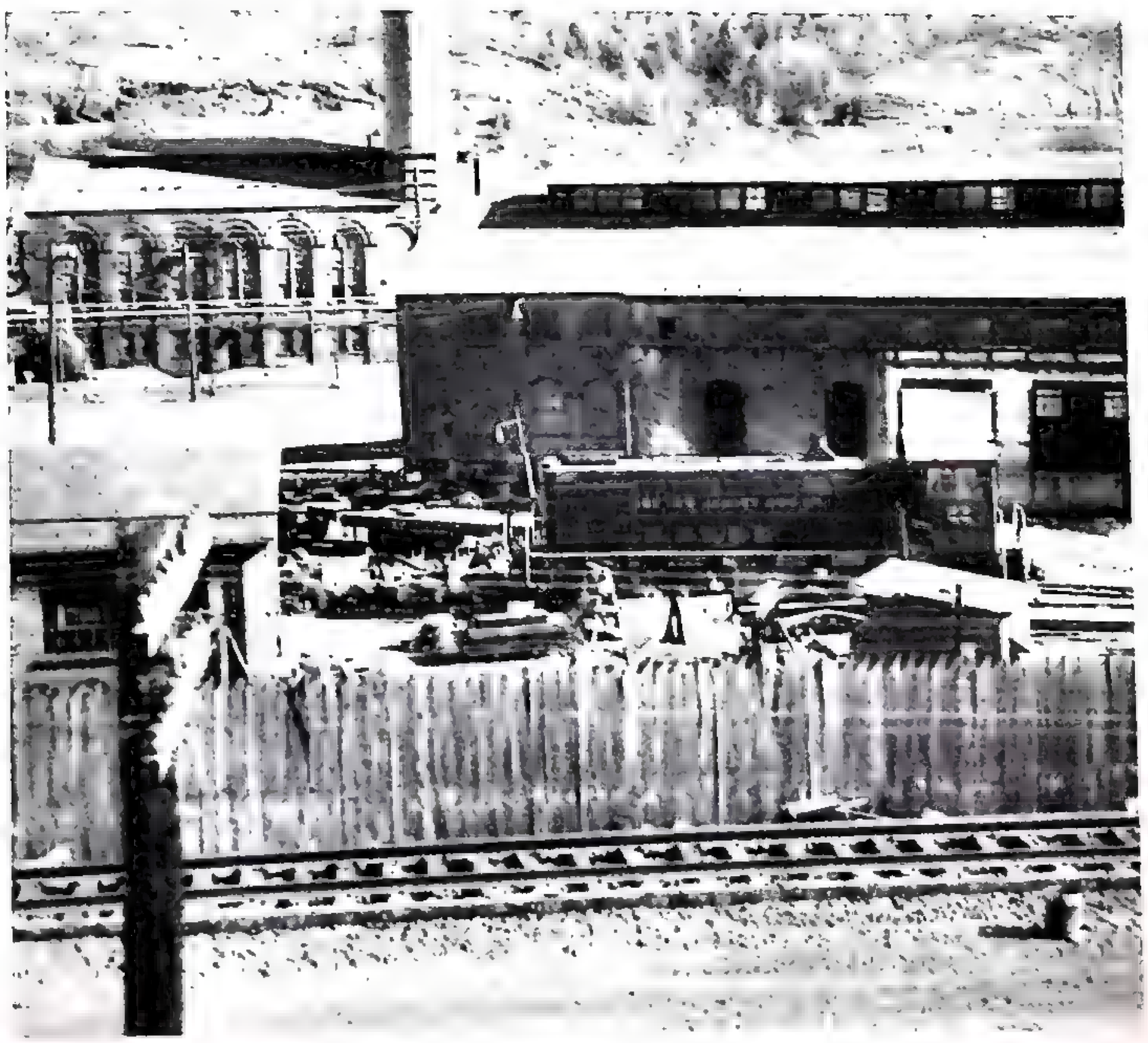
In 1914, the Lehigh & New England Railroad built a spur from their main line high on the east wall of Lehigh Gap to an interchange with the Chestnut Ridge at Palmerton. It was also during this time that the Chestnut Ridge discussed a proposal to extend their trackage from Kunklestown to Stroudsburg, but the idea never materialized.

Passenger service on the Chestnut Ridge consisted primarily of two daily round trips between Kunklestown and Palmerton. The schedule was a leisurely one, allowing for numerous flag stops along the way to pick up plant workers and school children. The train took over half an hour to cover the eleven miles. In addition to the two daily "commuter" runs, the railway used a 1920 Ford Model T truck which they converted to run on rails. Known as "Number 99", the converted truck hauled passengers, mail and less-than-carload-lot freight until 1934 when it was taken out of service.

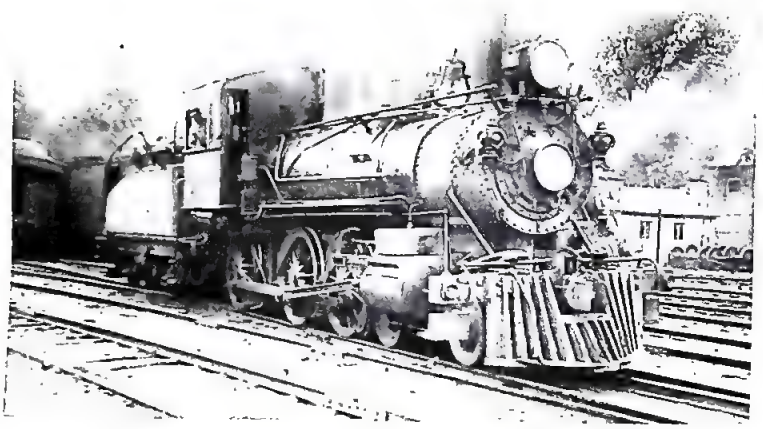
In 1924, the Chestnut Ridge acquired from the Pittsburg, Lisbon & Western (now part of the Youngstown & Southern) its most noteworthy piece of rolling stock, Number 51, a 1922 Mack Model AB railbus. The reason for the purchase of the Mack was one of simple economics. It was cheaper to run a gasoline powered railbus than it was to run a steam powered passenger train.

Even the purchase of the Mack, however, was not enough to save the passenger train on the Chestnut Ridge. The coming of the

ALCO SWITCHER 22 idles away in the Hazard plant near the enginehouse. The fenced-in property of New Jersey Zinc is off limits for photographers, but the switchers will venture out into town.



STEAM PHOTOS: CHESTNUT RIDGE RAILWAY COLLECTION



LOW-DRIVERED 4-6-0 No.2 in the Palmerton yard.

automobile age and the Depression spelled an end for passenger service in 1935. The surplus coaches were stored in the Palmerton yard until the outbreak of World War II when they were cut up for scrap metal.

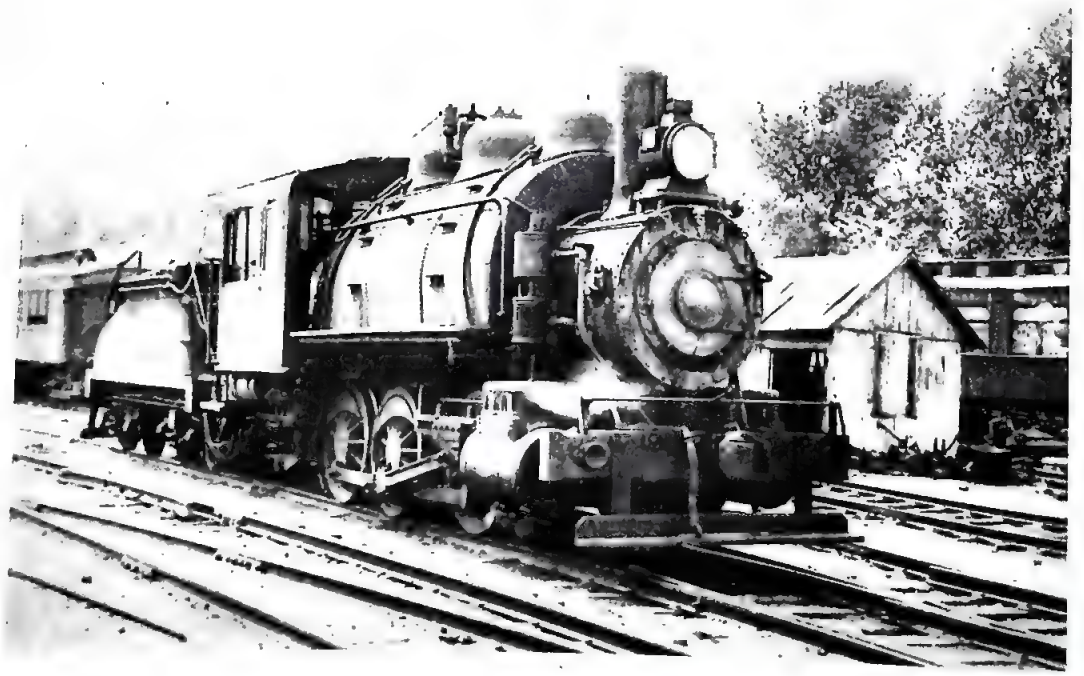
Happily, the railbus met a better fate. By removing its seats and cutting a door into its side, the Mack was converted from passenger service to handling light freight shipments and maintenance-of-way assignments. While there are no longer any lcl shipments handled on the Chestnut Ridge, there's always some maintenance work to be done, and the Mack has proven to be a handy vehicle for doing the morning yard check.

"We have been using the Mack almost every day this spring," Frank Halmi, the CHR's general manager told us. "Number 51 is a sentimental favorite with some of the people around here," he went on to say. While the railbus does see almost daily use, it is difficult to photograph since it makes its rounds beginning around 4:30 in the morning and is usually tucked back into the barn by 7:30. The man who is responsible for the fine condition of the 56-year-old railbus is Bob Roberts, a long time mechanic and the Chestnut Ridge's track maintenance foreman.

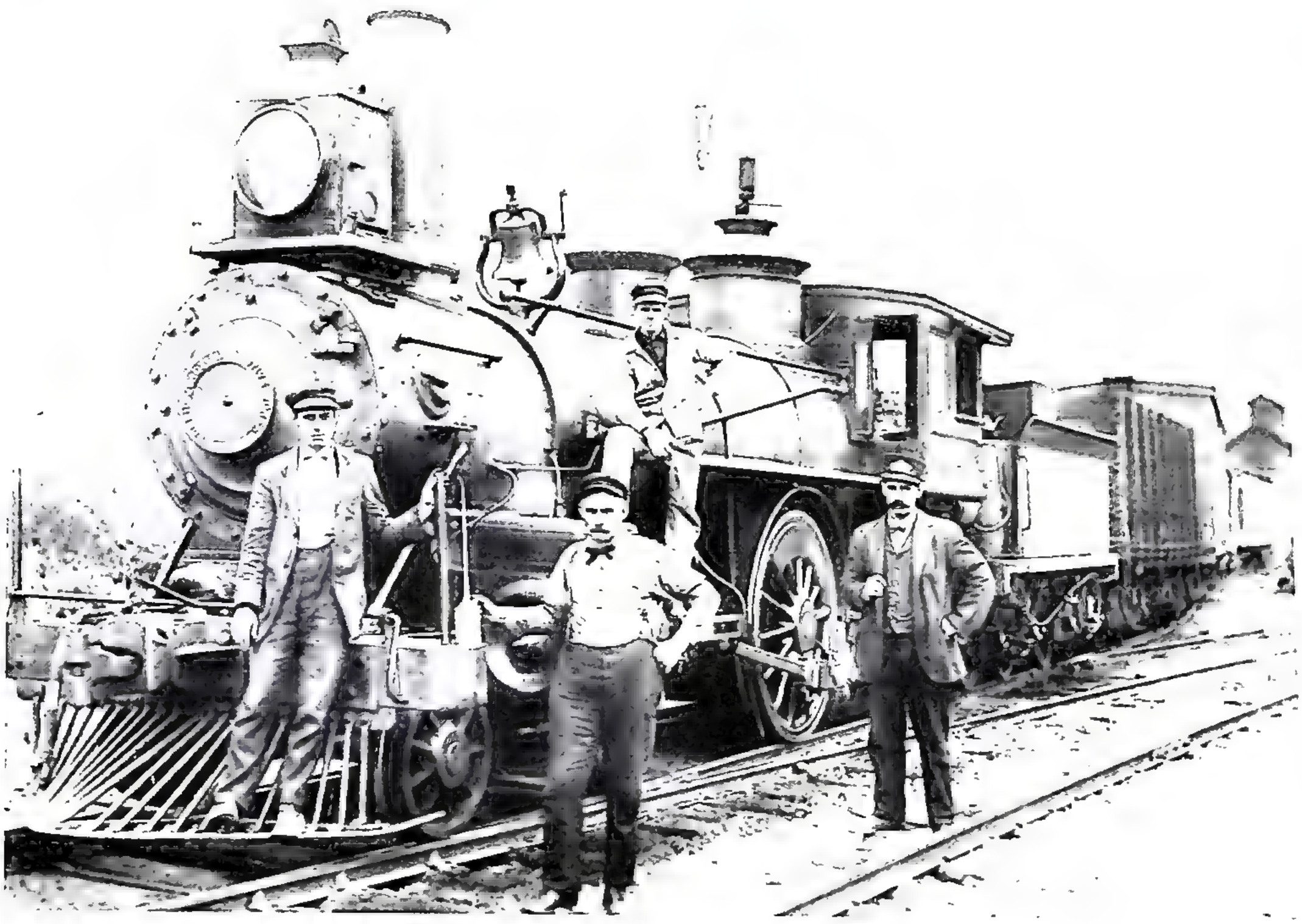
Besides the Mack, the only other piece of motive power that currently carries the Chestnut Ridge Railway Company name is Number 11, a 1946 Alco S2 switcher. During the years 1944 through 1953 the Chestnut Ridge and the New Jersey Zinc Company bought a total of six Alco diesels (all S2's) to replace their aging fleet of steam engines. Numbers 10 and 11 were owned by the CHR, while numbers 20 through 23 were owned by and lettered for New Jersey Zinc but operated by the Chestnut Ridge. Number 10 was retired in 1972 and later scrapped because of a cracked engine block. The sole remaining Chestnut Ridge unit, Number 11, which had been out of commission for two-and-a-half years with turbocharger problems, was recently repaired and is now back in regular service.

Interchange traffic on the Chestnut Ridge presently amounts to about 7,500 cars annually. In 1976 the railway handled over a million gross tons. This traffic was made up almost exclusively of moves to and from the two zinc plants.

Inbound loads consists primarily of zinc ore, much of which comes from New Jersey Zinc's mine in Ogdensburg, N.J., on Conrail's former Lehigh & Hudson River (see Winter 1974 RAILFAN). From Ogdensburg the ore is moved by Conrail on the former L&HR to Phillipsburg and former CNJ via Allentown to Palmerton. Ex-Lehigh Valley covered hoppers are used in captive service from the mine to the zinc plants. Coal, chem-



1904 ALCO 0-6-0 had a saddle tank and "bobtail" tender.

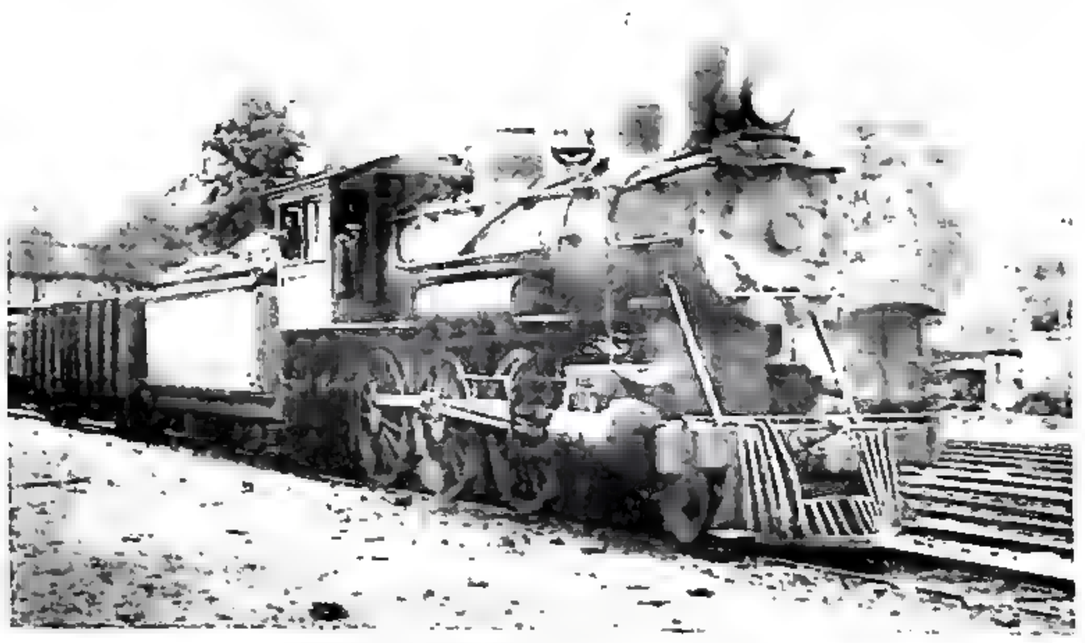


1885 SCHENECTADY 4-4-0 No.1 posed with a mixed train. None of these company photos had dates or data.

icals used in the refining and manufacturing processes, along with occasional pieces of machinery, make up the balance of incoming loads to the zinc company. From time to time a Chestnut Ridge crew will spot a car or two for a local customer on the team track near the East plant or at the bulk unloader in the Palmerton yard.

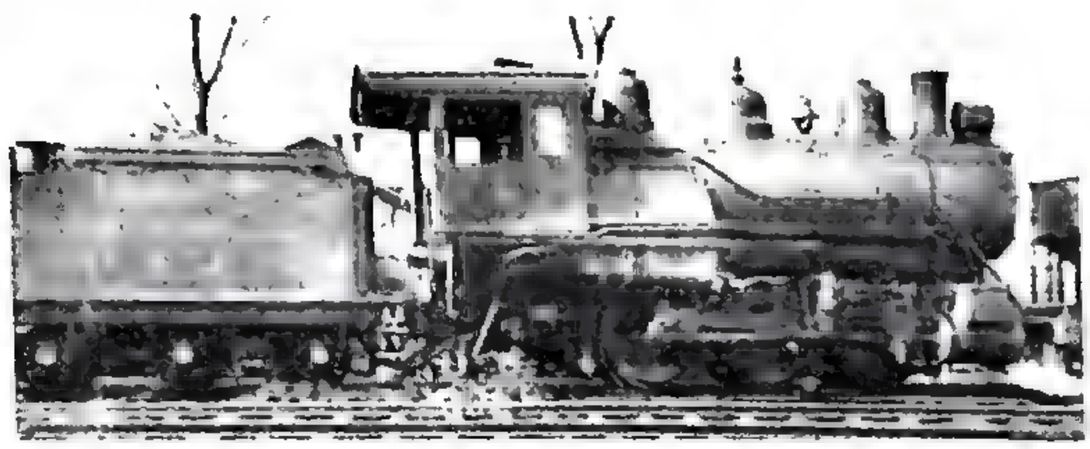
Outbound, too, the New Jersey Zinc Co. accounts for almost all of the traffic on the railway. Boxcars, covered hoppers and tank cars haul the zinc and its by-products to customers all across the country. The North American Refractories sand loader at Little Gap is the last remnant of what was once a major traffic source for the Chestnut Ridge. It is also the sole remaining shipper east of Palmerton. In the early 1950's the Stony Ridge Silica Co. was shipping out up to eight carloads per week from the same location. Now the loader produces about half that number of carloads per year. "We went out there only twice last year," said an employee.

Trucks have taken over all but a minute portion of the traffic above Palmerton. While the line was originally built to haul products out of Kunklestown, the only thing on the rails east of Little Gap since 1962 has been rust. A few years ago the railway sold a small portion of their roadbed in Kunklestown to the Commonwealth of Pennsylvania for a highway grade improvement. The unused,



A TALL-DRIVERED Baldwin 4-6-0 works Palmerton.

BALDWIN 0-6-0's survived until the 1950's.



AS VIEWED FROM THE CNJ TRACKS, NJZ engine 22 switches the north side of the Hazard plant in November 1978. Earlier that afternoon 22 had delivered cars to the East plant (below) and worked beside Alco 23 which was returning from the slag dump; the view is from the west gate of the yard. At **opposite right,** 22 returned to the Hazard plant, crossing the CNJ tracks near downtown Palmerton.

THE PALMERTON YARD features some interesting old structures, including a real classic open platform coach made into a supply shed. Engine 20 is headed for the East plant. Number 11 is the only engine still lettered Chestnut Ridge and wearing the yellow stripes on its black hood.

weed covered track now ends just west of the new road.

The Chestnut Ridge handles all the switching chores for New Jersey Zinc, using one crew at each plant. From Monday through Friday two shifts are used. The morning crews work from 7:00 a.m. to 3:00 p.m. The afternoon crews take over at 3:00 and work until 11:00 p.m. The railroad does work on weekends, although depending on traffic the morning or afternoon jobs may be annulled (when we last visited the line in November 1978, they were working a full schedule on Saturday). While the crews spend most of the day switching inside their respective plants, the Hazard crew will take cars over to the East plant when necessary. This usually amounts to at least three or four trips a day. Generally speaking, it is only the Hazard (west) crew that makes the inter-plant run through town, and one round trip usually takes place within an hour or so of noon.

The majority of the equipment used in the inter-plant and intra-plant service was purchased second-hand by New Jersey Zinc from various railroads that once served the area. Ex-CNJ wood-sheathed, outside-braced boxcars carry building supplies, packaging materials and various other items. Zinc is hauled in covered hoppers acquired from several local lines. Surplus open hoppers were also bought from the old anthracite roads to move coal and zinc. Recent additions to the fleet include panel-side hoppers and a group of distinctive ex-Pennsy covered hoppers.

The Hazard crew begins their day at the west plant by assembling a cut of air-dump cars that are loaded with residue and hauling them over to the East plant. The East crew picks up these cars when there is a lull in their switching chores and shoves them up the switchback to the dumping area that stretches for some three miles behind the plant. "Normally they dump four cars at a time, but they can push six cars up the hill with a good running start," G.M. Halmi told us.

After dropping off the dump cars, the Hazard crew runs down to the interchange (located about a half-mile west of the Jersey Central's old Palmerton passenger station) and pickes up the cars set out by Conrail the previous night.

The grade from the interchange back to the Palmerton yard (in the middle of town and outside plant property) is steep enough to force the S2 to work wide open while pulling its train to the top. Near the top of the grade the train crosses over a road and goes through a cut before entering the yard. At the west end of the yard the train passes a small tin shed that houses the railbus and the pint-sized turntable (measuring about 25 feet in diameter) that sits in front of it. As the train continues to make its way eastward through the yard it rumbles past a bulk unloader, an ancient wooden passenger coach (whose heritage is unknown) that is used as a supply shed, and a collection of rather simple but interesting wooden buildings that look as if they were scratch-built by a model railroader.

At the east end of the yard the train pauses briefly so a crewman can realign the switch before heading out across the company town on a series of bridges and fills. In order to get to the East plant, which sits at the base of Blue Mountain, the train must cross the

JIM BOYD

Aquashicola Creek. It does this on a curved steel and concrete bridge. Once on the other side of the creek the train arrives at the yard outside the East plant. The Chestnut Ridge offices are located in the building just outside the gate. This yard originally served as the Lehigh & New England interchange and is a good spot for photography—just stay off company property behind the fence and gate. The Hazard crew drops the cars for the East plant here and takes their cars back through town to the Hazard plant.

During the day the Hazard crew makes occasional trips to the East plant with loads of ore residue for dumping and cars that need to be weighed on the scale that is located there. On the return trips they often bring back cars of sintered ore to the Hazard plant.

Before tying up for the night, the Hazard crew must gather up all the outbound cars and take them down to the Conrail interchange. A Conrail local (called Sunday through Friday) out of Allentown arrives later at night, picks up the cars left by the Chestnut Ridge and sets out others for the Hazard crew to get the next morning.

The only time the East crew leaves the confines of their plant is on the rare occasions when North American Refractories orders hoppers for loading. The crew then takes time out from their switching duties and hauls the cars through the fields out to Little Gap. At Little Gap they drop the cars just west of the covered bridge that crosses Buckwha Creek. The sand company is located across the creek from the tracks at the base of Chestnut Ridge. A long conveyer runs over the creek to the loader where the cars are spotted. The loaded cars are picked up a day or two later, hauled back to the East yard and taken to the Conrail interchange by the Hazard crew later that evening.

A trip to Palmerton to do some railfanning can prove to be very rewarding provided that you use some common sense. For obvious safety and legal reasons, the New Jersey Zinc Company does not allow anyone except employees on their property, so do not even try to get inside their plants. There are plenty of opportunities to see and photograph the Alcos, the railbus and their uncommon freight equipment from public property. In addition to the six bridges the railway has over the streets of Palmerton, there are also some back streets that run alongside the interchange and the Palmerton yard. A local highway pretty much parallels the tracks all the way to Kunklestown, so if you are lucky enough to catch one of the infrequent trips out to Little Gap, you should not have any problems following the train. Who knows, maybe you'll even catch the railbus out on trackwork duties.

So, the next time you get a lull in the Conrail and D&H action on the Allentown-Jim Thorpe line through Lehigh Gap, take a little time to explore the Chestnut Ridge. As we said, it's 100% Alco except for the Mack railbus.

ON A RARE RUN to Little Gap, Alco 22 pauses near the covered bridge and then heads back for Palmerton after spotting two hoppers at North American Refractories sand loader.

Transit Topics

BY STEVE MAGUIRE

BOEING VERTOL is planning to stop further production of passenger rail cars and light rail vehicles once its current production committments have been fulfilled at its Ridley Park, Pa., plant in 12 to 18 months, according to J. Cabry, Valley Forge, Pa. The decision is the result of failure to obtain large mass transit car contracts in Cleveland and Chicago.

According to the *Philadelphia Inquirer,* contributing to the decision was increasing disenchantment over the amount of business being generated, failure by governmental agencies to promote standardization of urban transit equipment, and dissatisfaction with the entire process of awarding local contracts strictly by low bids. Ironically, Congress recently passed a package of so-called "Buy American" legislation intended to offer some preference to domestic manufacturers in bidding competition. This came too late for Boeing.

Last year Boeing was well behind in its bid for 48 new light rail vehicles for Cleveland, and more recently it lost out to The Budd Company of Philadelphia in bidding for 300 air-conditioned rapid transit cars for Chicago Transit Authority. Budd's bid of $133,288,500 will cost CTA $444,295 a car. Boeing was second with a bid of $174,900,000, and Pullman-Standard was third at $248,000,000.

These new CTA cars will replace the oldest now in service at Chicago—those having been built between 1950 and 1959, most using parts from PCC trolleys. The Chicago contract also contains an option to purchase *up to 300* additional cars at the *same* bid price within three years, delivery to be completed in 1987.

BOSTON is receiving 70 new rapid transit cars in married pairs as the result of an award by the Massachusetts Bay Transportation Authority to Hawker Siddeley Canada, Ltd. The new cars, costing $540,000 each, are for use on the Blue Line running to Revere Beach and will replace 24 cars built in 1923 and 36 cars built in 1952, according to Norton D. Clark.

Boeing continues to have problems with its new light rail cars on the MBTA Green Line. We recently reported MBTA is refusing to take delivery of the last 40 cars in the original order for 175 until the performance of cars already delivered is more reliable. In addition, it is returning 35 cars to Boeing because of problems including breakdowns of doors, air conditioners, electronics, propulsion systems and many other components.

The light rail vehicles were sold to MBTA for $300,000 each. MBTA's former Director of Operations David L. Gunn was quoted in the *Boston Globe* as saying their performance has been "miles off our criteria". He said it takes more MBTA personnel to keep 50 LRV's running than it does to maintain 220 rapid transit cars on other lines.

MBTA will celebrate the 20th Anniversary of the opening of the Riverside Line in a ceremony on July 4, 1979. This trolley line was installed on the old Highland Branch of the B&A railroad and is now served by LRV's.

A group of employees at the Reservoir Car House has formed the *Friends of 3295,* dedicated to preserving and restoring the first PCC car to operate over the Riverside line. This car will be featured in the 20th Anniversary ceremonies. James L. Warshar, chairman of the 3295 Committee, tells us that the 3295 has been moved to Watertown Car House where the restoration work is now in progress. He says MBTA is handling requests for information on the 20th Anniversary celebration and car 3295 through Donald B. Eagles, Public Information Office, 45 High St., Boston, MA 02110.

Our Boston correspondent, Norton D. Clark, tells us the MBTA has sold three all-electric PCC's (no air brakes or pneumatic doors) to the New York City Transit Authority. The remainder of the Boston all-electrics have been scrapped. What does New York want with three trolleys? Nobody is talking, but speculation is high that they will be used for some museum purpose or a small-scale historical restoration operation. We'll have to watch and see.

PHILADELPHIA may have new light rail vehicles in service by 1981 as the result of grants totaling $108 million made by the Urban Mass Transportation Agency to the Southeastern Pennsylvania Transportation Agency and the City of Philadelphia. These funds were originally intended for the Cobbs Creek Expressway but were made available for mass transit under the provisions of the Rail Revitalization and Regulatory Act of 1976.

$52 million will help purchase 141 light rail vehicles for the Philadelphia city rail lines and the Media and Sharon Hill lines of the former Philadelphia Suburban Transportation Co. Another $37 million will help purchase 125 new rapid transit cars for the Broad Street subway, replacing cars now 40 to 50 years old.

Please send traction news directly to Steve Maguire, P.O. Box 51, Belmar, NJ 07719

CHICAGO TRANSIT AUTHORITY has increased its service on the Skokie Swift line from Howard Street, Chicago, to Dempster Street in Skokie by 20 percent due to an increase of ridership on the line built a decade ago over former North Shore interurban tracks. The increase in Skokie Swift patronage has been attributed to a reduction in fares last year from 90 cents to 50 cents, and a general upturn in CTA riding.

CTA recently issued a new edition of its downtown transit map showing all of the bus and "L"-subway routes serving the downtown area. Copies are available by sending a self-addressed 15-cent stamped envelope to Downtown Transit Map, P.O. Box 3555, Chicago, IL 60654.

CLEVELAND'S Regional Transit Authority has been granted $22.1 million by the U.S. Department of Transportation to pay for new administration offices in downtown Cleveland and to rehabilitate the Shaker Division for the new cars now on order. The money will also be used for new shops and yards on land across the transit tracks from the present Kingsbury Shops, which are considered unsafe due to potential flooding.

The Shaker Division was in better shape this past winter due to the nine PCC cars purchased from Toronto last summer. These cars were originally Cleveland PCC's, built by Pullman-Standard in 1946, and sold to Toronto after the 1952 abandonment. Now, 25 years later, they are back running in Cleveland!

STEVE MAGUIRE

CLEVELAND RTA

NINE CLEVELAND PCC'S that had been in Toronto since 1952 returned to Cleveland last fall. Former TTC 4652 **(right)** posed in celebration at Shaker Square on October 20, 1978. Car 4223 of the same class was photographed at Cleveland's East 55th Street loop **(above)** on October 25, 1952.

Camera Bag

Slave of the Camera

Railfan photography is an action sport. You learn how to use a camera, learn how to find or chase trains and put it all together by "stalking your prey" on a weekend railfan jaunt. (One reader suggested we leave the "shots" to the National Rifle Association and "take photos" instead, but the hunting/railfanning analogy is too good to overlook.) There seem to be times, however, when our drive to get the next photo almost deprives us of the experience of railfanning. We get so wound up in getting the pictures that we overlook the subject.

Now, I'm as eager as the next guy to return from a trip with good photos, and as a magazine editor I've got a professional responsibility to come back with useable material. But there are times when I feel I've gotten carried away with the shoot-and-run syndrome. I happen to enjoy railroading in and of itself, and I'd be trackside even if I didn't have a camera.

Before I had any magazine responsibilities to contend with, I got into railfan photography as a way to "preserve" an experience or memory. My 8mm movies of Burlington fantrip 4-8-4 5618 backing into St. Paul Union Depot one July morning in 1958 amid a parade of inbound GN and NP mail trains will never be suitable for publication, but I can relive that splendid morning over and over again in great detail for myself and eventually share at least a fragment of it with friends. The scene of three mail trains moving in simultaneously from two directions doesn't show in the movies—I was too overwhelmed and too short of film to get the entire scene—but the footage I did get was enough to cement the memeory.

Maybe that's the key to it. I've been in other situations equally as dramatic and gotten "all" the pictures, but few memories are as vivid as that morning in St. Paul. Maybe it's because I wasn't worrying so much about just getting the pictures.

An experience at Steamtown Railfan Weekend last fall tells the same thing in a little different way. As one can gather from the cover photo and the "Seven Canadian Pacifics" article in the March '79 RAILFAN, the freshly restored CPR 4-6-2 2317 was the star of the show, and I expended no small amount of effort to be sure I came back with good photos. The only vivid memory I have of the 2317, however, was one that couldn't be photographed. At night while they were switching the four Pacifics around for the photo session I climbed into the engineer's seat of the 2317 as Andy Barbera was moving it into position with his 1293. The cold night air, the inner warmth of the Pacific's cab and the view down the boiler of the backlighted steam from the other Pacific working in the darkness made one of those magic moments. I have no color slide to impress my friends with, but that's an experience that no photo could communicate anyhow—and I remember the details of riding the engine, not fumbling with the Nikon, calculating f-stops and cursing the vibration.

One of the most surprising things about the 1978 Steamtown Weekend was what turned out to be the "highlight" of the trip for me. On Sunday they ran doubleheaded CPR G5's up beyond Ludlow, and Associate Editor Bill Schaumburg and I were following the run by car. We made the usual morning chase and got some downright fine photos—the weather was good, but this was about the third one of these doubleheaders I'd chased in the last five years. After the departure from Gassetts the motorcade went roaring off up a gravel road toward the next crossing, a rather remote place back in the hills. Never having taken this particular road before, we were quite content to let the others lead the way. As we overtook the train, I realized that he was slowing down and really starting to dig in for the climb over the hill. We let the motorcade vanish down the road and slowed to pace the train. The two Pacifics were about 100 yards away from us and completely hidden in the woods, except for two magnificent plumes of smoke rising above the trees.

With the windows down and the car slowed to a crawl, we listened as the Pacifics intensified their attack on the slippery rail of the grade. Shouting together . . . one engine would slip . . . the other would falter . . . they'd catch on and keep digging. It was the difference between a live concert and a stereo record at home. I knew what the G5's looked like, now I knew even more what they "lived" like. Out of the entire motorcade we were the only ones to sit in on the performance, and we still got to the crossing in plenty of time for the picture—but it's not the picture that we'll remember.

I'm not saying don't take pictures and enjoy the thrill of the hunt, but what I am saying is to put the picture-taking into perspective and don't overlook the "experience" aspect of railfanning. Don't become a slave to that camera.

Telephotos

A friend recently wrote asking some advice on which telephoto lens to buy for railfan work. He was wondering what would be the best focal length/f-stop combination or whether to use 2X or 3X extenders for his 50mm normal lens instead.

Let's take up the matter of extenders first. I don't like them. Some folks swear by them, but for railfan work I think they sacrifice more than they yield. A 2X converter (the words "extender" and "converter" seem to be used interchangably) will make a 100mm lens out of a 50mm normal, and a 3X with will make the 50mm into a 150mm. With the prices ranging from about $45 to $70 depending upon type and mount, an extender would seem to make a good "poor man's telephoto", but they have a couple of distinct disadvantages. The primary problem is sharpness. Although the 2X is usually better than the 3X in this aspect, both exhibit reasonable center sharpness but get quite soft at the edges of the frame—a distinct disadvantage in rail photography. The other problem is that they reduce the effective f-stops by usually two stops for the 2X and three stops for the 3X. This means that your f2 50mm would become an f4 100mm with a 2X converter or an f5.6 150mm with a 3X. Since even the cheapest telephotos are usually f3.5, you can see that the converters will give you less sharpness and a slower lens—but at about a half to third of the price of a true tele.

Probably the most popular telephoto size for railfans is the 135mm, and decent quality inexpensive lenses begin at around $100. Telephoto lenses have an advantage over other lenses in that their optical characteristics tend to be less critical of "quality"—from experience I can assure you that a cheap telephoto can produce fine pictures while a cheap wide angle is almost always a disaster. For many years I used an inexpensive (about $55 in 1965) Soligor 180mm preset telephoto on my Pentax, and it produced fine sharp pictures, although it was a bit clumsy to operate. (A "preset" lens is one on which you must stop down manually to shoot after focusing wide open; an "automatic" lens does this job for you. The preset works pretty well after you've gotten used to it, and I'd recommend that over converters as a way of saving money and still getting a good telephoto.)

I've found the 180mm to 200mm lenses to be about optimum for railfan photography since they give a good visual telephoto effect and yet aren't so "long" that they become a problem. The next best in my opinion would be in the 135mm to 150mm range. I'm presently using our company 300mm lens, and while it can produce some spectacular effects, it's too long for most railfan needs and it's a critical and cumbersome lens to handle. It also tends to emphasize the "thickened" atmosphere effect on any but the most crisp days. That 180mm with the Pentax is still my favorite, even though it's a preset.

One word of warning on all telephotos, the longer they are the more critical they become in terms of camera movement and depth of field. Camera jiggle is the most crucial problem and the one I always give priority to in selecting f-stops versus shutter speeds. Unless I can tripod the camera or brace it against something like a telephone pole, I'll never shoot with the tele at less than a 1/500th of a second. It's virtually impossible to hand hold a telephoto at a lower shutter speed without beginning to pick up camera movement, although you might be able to handle a 135mm at 1/250th with reasonable success.

As the focal length of a lens increases, the depth of field at any particular setting decreases; thus telephotos become critical for depth of field. You can improve the depth of field by stopping down the lens, but then you have to compensate by using a lower shutter speed, which you don't want to do, either. (I'm tempted to call this telephoto's "Catch-f22".) The best option with teles is to go with faster film to elevate your f-stop/shutter speed combination and to get good at prefocusing.

"Prefocusing" is something we usually do without thinking, but it becomes a fine art with the telephoto. In railroad photography, prefocusing is to pick the spot where you want the train to be in the picture and focus on the track ahead of time. You then let the train move into the scene and snap it when it hits your preselected point of focus. Trying to "follow focus" with a tele on a moving train is about as tricky as skeet shooting—you've got to practice a lot and get very good at it to have any degree of success—J.B.

Carstens

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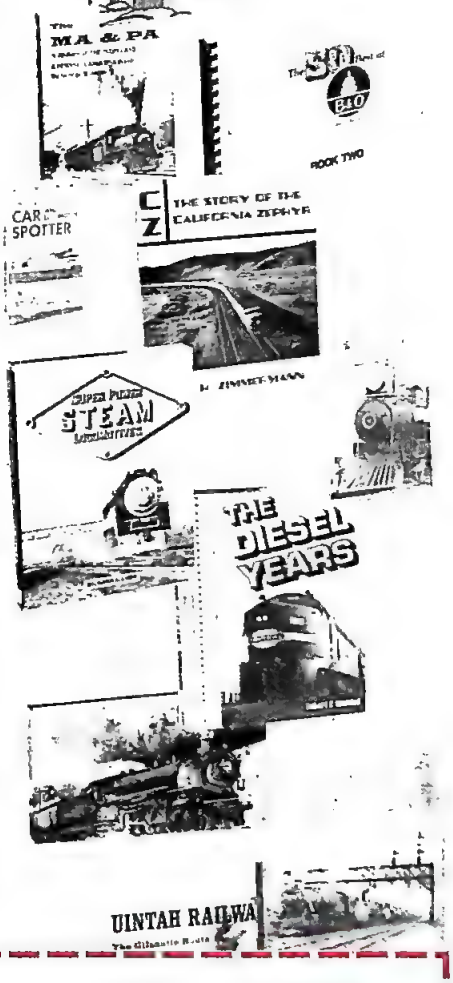

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We'd like you to meet...

Dale Sanders

The author of our Western Pacific article was born and raised in Oroville, California, and a ride to Chicago with his parents on the *California Zephyr* at age two hooked him on railroading. Throughout his childhood Dale had several model railroad layouts, beginning with Lone Star 000 and advancing to N scale. Although he still enjoys superdetailing HO diesels, photographing the prototype now comes first.

Railfanning led Dale into photography, and he is currently attending Chico State University and majoring in Mass Communications. Putting his education to use, he worked in a local photo studio as a photographer and lab technician for three years. Beginning with the July 1978 issue, he took over the editing and publishing of the *CTC Board*, a slick 12-page photo-illustrated monthly magazine that contains accurate and up-to-date coverage of Western railroading ($9.00 per year from CTC Subscriptions, 25 Buehler Avenue, Oroville, CA 95965).

In describing his activities, Dale elaborates, "My railfanning equipment consists of my pride and joy '72 Ford LTD equipped with CB radio, Bearcat 101 scanner and a stereo tape deck for those long trips. Camerawise, I use a pair of Minoltas for all my work, shooting Kodachrome 25 for color and Panatomic-X rated at 200 ASA for black & white—the Pan-X is specially processed using my own developer mixed from scratch. The reason for "pushing" the film is to be able to shoot a medium-speed film and still retain the fine grain qualities of the slow films.

"My favorite railroads are the WP, UP, BN and Milwaukee—in that order—but I enjoy shooting anything Western, especially when it's in the mountains. Flatland railroading just doesn't do much for me.

"I've traveled many, many thousands of miles in pursuit of F-units in the West (my LTD has 120,000 miles on it, not to mention trips taken with fellow fans). Of all the F's, the WP's hold the spotlight for me, followed closely by the U.S. Steel units in Wyoming and the BN helpers on Marias and those based out of Auburn."

Dale's future plans include finishing his last year at Chico and then hiring out with the WP operating department. He hopes to continue the *CTC Board* as well as expanding into other areas. In the meantime, "I'm going to spend as much time out in the field as I can and shoot everything possible. Someday it won't be there.

Chuck Killian

About two years ago a pair of railfans paid a visit to the Carstens office; they were Chris D'Amato and Chuck Killian. About to launch into a summer of travel, they had several ideas about articles they might do on their way. Their ideas were good ones, and that summer produced the articles on the Texas Transportation Company, the Tucson, Cornelia & Gila Bend and the City of Prineville Railway that appeared in RAILFAN. Some of the articles featured a dual byline—like the Chestnut Ridge article in this issue—or were authored by D'Amato with Killian supplying many of the photos.

Chuck has been interested in trains most of his life, due in large part to the fact that he grew up within walking distance of the New York & Long Branch. Although he was born in Washington, D.C., his family moved to the New Jersey shore when Chuck was quite small. His grandmother used to take him to the nearby Elberon station where they would eat a picnic lunch on an old baggage cart and watch trains. As Chuck states, ". . . Pennsy's big passenger Sharks were my favorite engines then; the Jersey Central was using some ugly orange diesels with two fronts at that time, but I had no real appreciation of those Baldwin double-enders until much later."

A 4x6-foot Christmas HO layout got Chuck started in model railroading, and his fifth layout is now in the planning stages. He's presently Vice President of Operations of the Garden State Central (HO) Railroad Club in Asbury Park.

Chuck summarizes his railfanning as follows: "Although I'd taken some train pictures with my Brownie as a kid, I didn't become a serious railfan until 1972 when a friend invited me along on a fantrip pulled by Nickel Plate 759. After that I was hooked on photographing trains and went out whenever I could. My biggest—and most expensive—railfan undertaking so far was a coast-to-coast trip last year with Chris D'Amato. We drove from New Jersey to Newfoundland and back and then put 14,000 miles on a 30-day Amtrak USARailpass. In eight weeks we saw and photographed over 50 railroads and produced three articles for RAILFAN. A six-days-a-week job limits my rambling now to Sundays, holidays and vacations."

Markers

Getting organized

Well, you're looking at the first issue of RAILFAN & RAILROAD; it's actually the continuation of RAILFAN with the best features of *Railroad* incorporated in. Popular Publications International put *Railroad* up for sale in late 1978 to make room in their company for the rebirth of *Look* Magazine, and Carstens Publications made the purchase final in January 1979. The transition period will be somewhat chaotic with the total transfer of both business and editorial functions of *Railroad* to Carstens' offices in Newton, N.J. The January 1979 issue was the last ever of the *Railroad* title, and with this issue it becomes a part of RAILFAN & RAILROAD.

From the standpoint of subscriptions, all RAILFAN subscribers will continue unchanged, and all those who subscribed to only *Railroad* will have their obligations filled on an issue-per-issue basis by R&R. Those *Railroad* subscribers who also had subscriptions to RAILFAN will have their subscriptions extended by the number of *Railroad* issues due. In simple terms, you'll get all the issues you paid for. Incidentally, those of you who subscribed to neither may want to take up a subscription to R&R at the old RAILFAN rate of $6.00 per year and $11.00 for two years to save the cost of our necessary cover price increase.

In the past month all of the *Railroad* Magazine records and files have been physically moved to the Carstens offices. Our subscription department is working to get the computer tapes for the two magazines integrated so that everyone will get their proper magazines — the fact that these two lists are in different computer languages may result in some delays getting the first issues out in cases where there are *Railroad*/RAILFAN subscriptions overlap, but we're doing our best to expedite matters.

From the standpoint of correspondence, we're sending change-of-address notices on all incoming mail addressed to *Railroad*, but letters on editorial matters are being held for the moment while we work to produce the magazine you're now reading (hopefully, by the time you read this we'll have had time to go through all the incoming *Railroad* correspondence, but the volume is incredible). All of the articles and photos submitted in the last few months to *Railroad* are safe in our files, although it will probably take some time to sort them out and either use or return them.

One treasure trove, presently stashed in our lounge, is about 25 filing-cabinet drawers full of the *Railroad* photo files. The first sampling of their contents appears in the special *Photo Line* in this issue which we drew exclusively from the *Railroad* files (relax, you eager photographers, we'll be back to contemporary submitted material next issue). In addition, we have the full set of *Railroad* bound volumes dating back to October 1906, Volume 1 Number 1. Unfortunately, most of the really early issues have deteriorated badly and it will be impossible to retrieve any substantial amount of material from them.

One thing constantly asked concerning our policy of reprinting material from old *Railroads* is whether or not we'll continue to reprint the fiction stories. The answer is no, we do not plan to incorporate *Railroad* fiction into the issues of RAILFAN & RAILROAD, since the best material has already been reprinted a number of times and is presently available through back issue dealers, libraries and collectors to anyone who is serious in pursuing it. We are giving consideration, however, to doing softcover reprints of the fiction work as separate books or annuals.

What we will be reprinting, however, will be a few of the better pieces on real railroading that can be improved with better photo reproduction and bigger layouts. In some cases we will feature entire articles when we find the original photos in the files, and in other instances we will do a selective *Flashback*, such as the Central Vermont material on page 44 of this issue. We will not become obsessed with the past, but it will be an entertaining new resource available to us.

A word to the contributors to the old *Railroad:* Much of the material in the files has become separated from its original accompanying manuscripts, captions or correspondence. An unbelievable amount of the material has no identification on it whatsoever. If we should print any of your material without proper credit, please let us know. While we have the legal right to reprint any material previously published, we will make a courtesy payment to the photographer or

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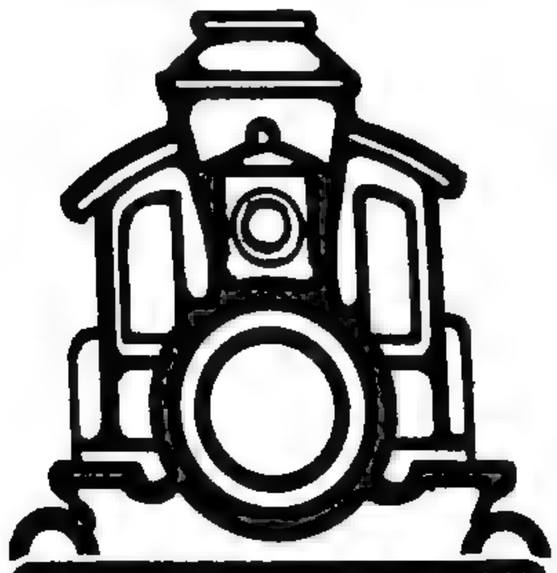

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REPRINTED FROM THE SEPTEMBER 1947 RAILROAD MAGAZINE

Not in the Wheel Report **By JOSEPH EASLEY**

Gosh!—those fellers sleep like logs!

author when we have an address available.

A couple of things that we have in the works that may not be evident from this issue include a series by Freeman Hubbard on the "Heritage of *Railroad* Magazine" and a continuation of Sy Reich's popular rosters. Welcome aboard RAILFAN & RAILROAD; we think you'll enjoy what we have to offer.

Not in the Wheel Report

If you've ever thumbed through any of the old pulp issues of the "small" format *Railroad* Magazine, you'll undoubtedly remember the extensive use of artwork to illustrate the fiction material and as individual feature pieces. Much of this was the work of Joe Easley, and we suspect that his *Along the Iron Pike* may be the longest-running cartoon feature of all time in any publication. It has long been our feeling, however, that some of the very best of Easley's work appeared in a series entitled *Not in the Wheel Report*. In each full-page illustration, he would capture a humorous glimpse of the working world of steam-era railroading. His sharp eye for technical detail set the stage for clever insights into the human side of railroading — and you can still find most of his characters on any train crew today.

Although we look at them now as nostalgia and history, Easley's illustrations were quite contemporary when published, and taken as such they are an honest representation of day to day railroading of their time with little or no sentimental idealizing. With this in mind, we will be reprinting the best of *Not in the Wheel Report* in upcoming issues of RAILFAN & RAILROAD, and we'll give the date of the issue in which it was published. Incidentally, the "wheel report" of the title is one of the forms a conductor is required to fill out for each trip, a very businesslike accounting tally of cars moved.

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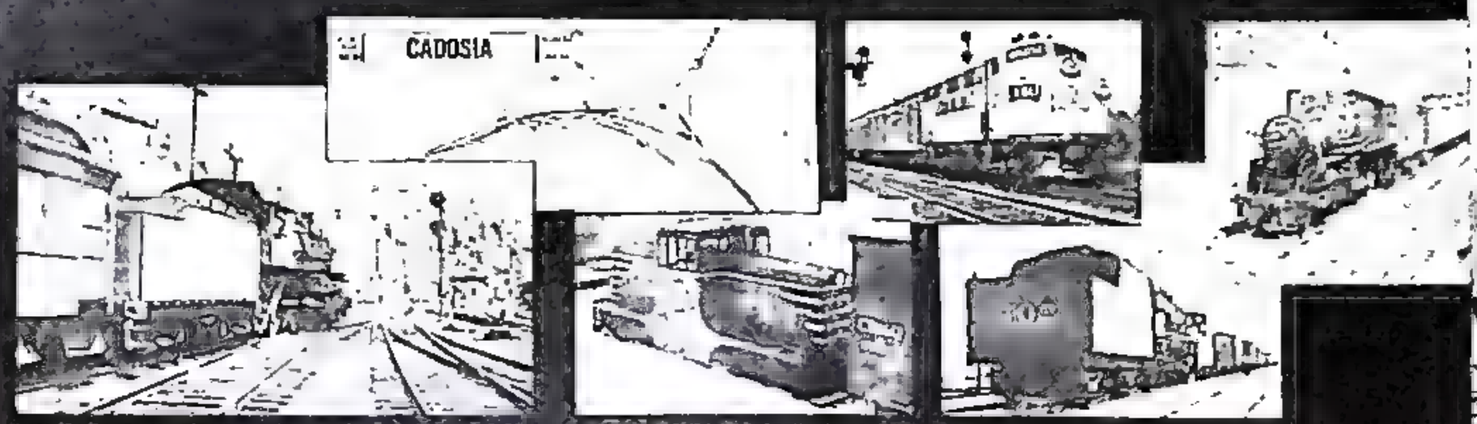

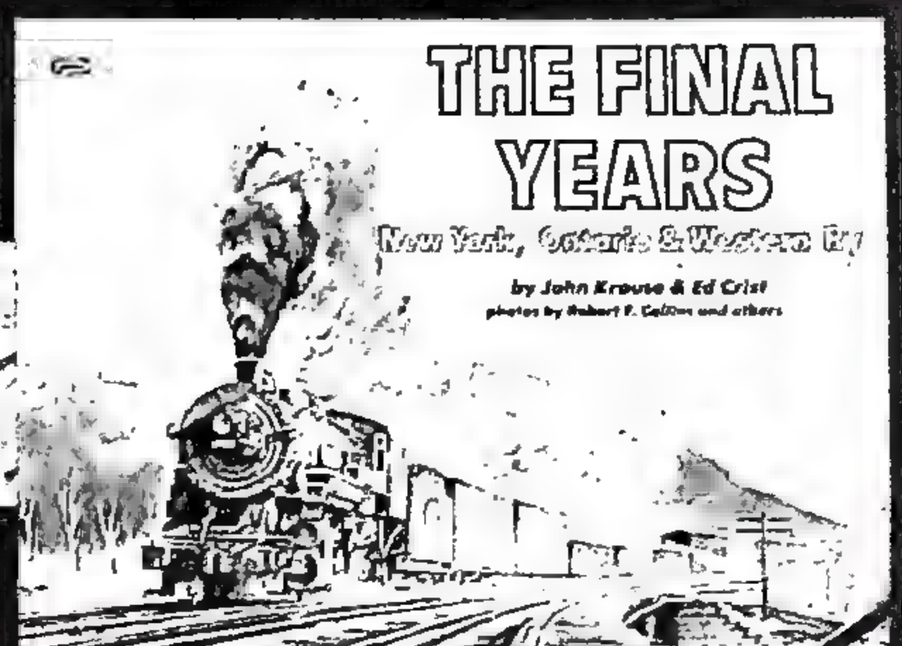

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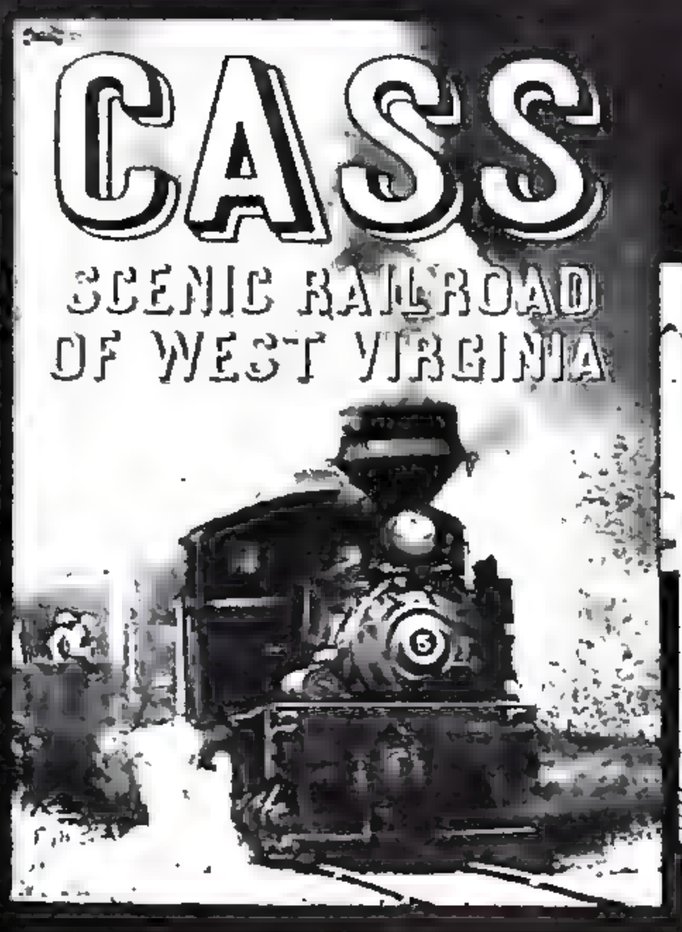

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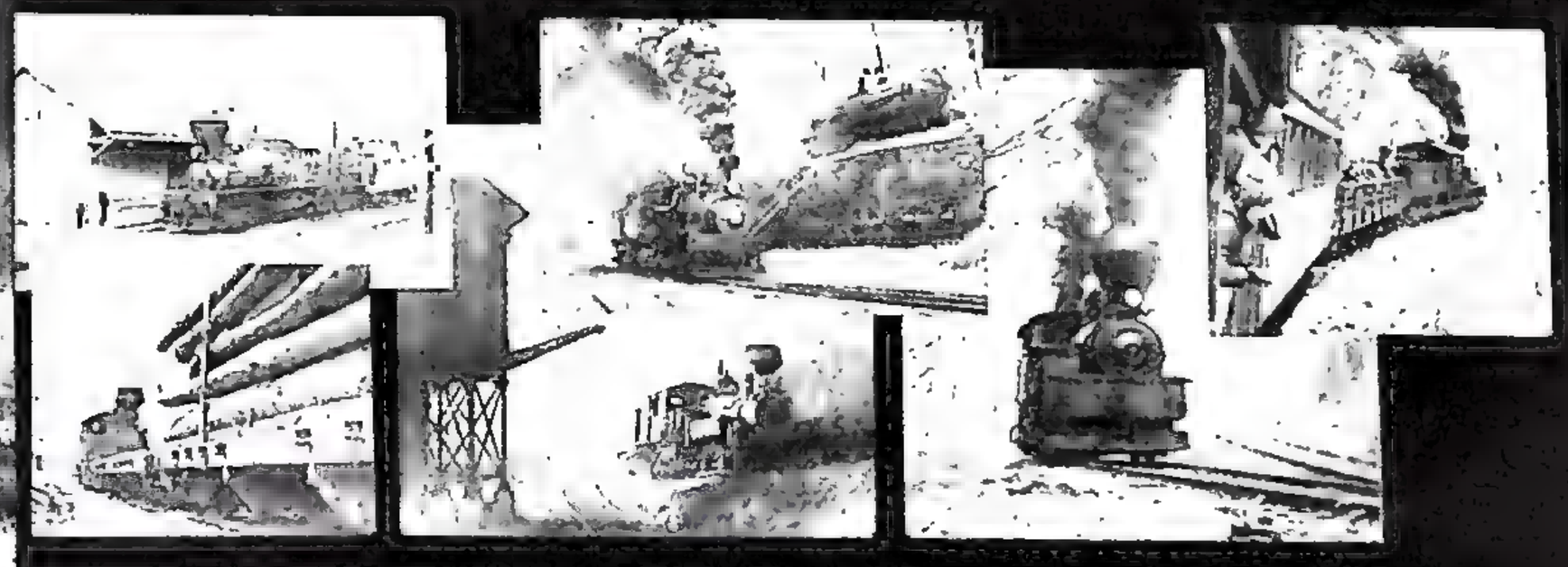

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temporary CV piece and would like to follow up with some CV steam, what've you got?", and Hal Carstens matches that with a stack of his own negatives? You become an instant expert on CV steam and write the article to tie it all together. (It seems I just went through this whole business last month with CPR Pacifics.)

How does a Midwesterner who never saw CV steam become an "instant expert"? First, I decided to limit the task to the post-World War II era, since that's where all the photography concentrates. Next, I needed a roster; Anthony Clegg and Ray Corley's book *Canadian National Steam Power* filled that need very nicely with capsule histories and full roster data including disposition dates. The CV had a basically simple postwar roster, so I then began digging through every book I could find that featured CV steam; Krause and Bailey's *Trains of Northern New England*, Morgan and Hastings' *The Mohawk that Refused to Abdicate* and Wayner's *All-Time Index* were the biggest help. Wayner's *Index*? Yup; it located for me the May '49 *Trains* two-page article and the massive CV history in the August '47 *Railroad*. Fortunately, I had both in my library.

Using all the printed material and photos available, I began to check out each locomotive class individually for its significant features. Jack Farrell's *The Mountains* and the *Model Railroader Cyclopedia* agreed that the CV 4-8-2's were patterned after the FEC light Mountains rather than any CN engine, for instance, and Dave Morgan's *Steam's Finest Hour* gave a good foundation for analyzing the 2-10-4's. Each of the sources contributed something to the overall picture of CV steam design and operations, and going over back issues of the *Official Guide* in the late '40's and early '50's gave a pretty clear picture of CV passenger operations and the somewhat involved power pooling and connecting-train arrangements.

With a pretty good rough idea of what was needed, I then went to Charlie Felstead's photo list and called for roster shots of each of the classes of engines; combined with the action photography, these gave me a full pictorial sampling of all the engines. Idiosyncracies were obvious, however. All the 0-8-0's had Elesco feedwater heaters—except one in Krause's book with the number unreadable. The Elescos were apparently not original equipment but were added on later. The el-

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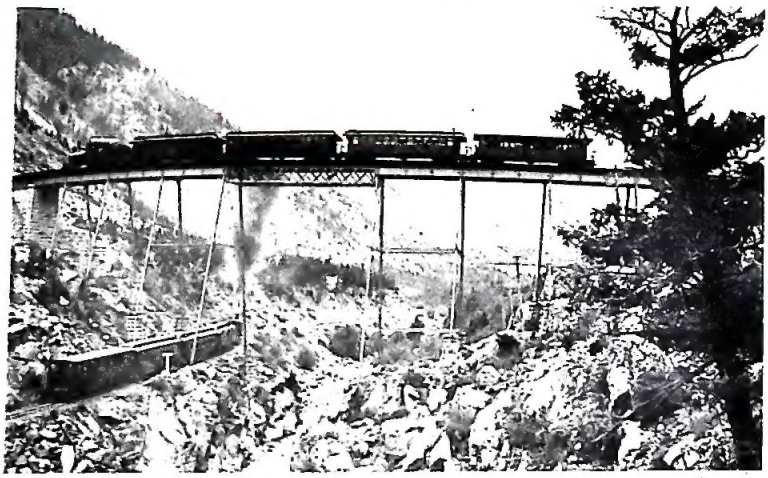

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ephant ears disappeared from the 4-8-2's about 1949, but nowhere could I determine when they were put on—a builder's photo shows them absent.

With a good foundation of knowledge and some specific questions in mind, I called Don Valentine of New England Rail Service; he's a good friend and editor and publisher of *The New England States Limted.* Don filled in some of the missing pieces and elaborated on others, and then he referred me to Ed Beaudette, a native Vermonter and dedicated CV fan. On a working assignment in Oklahoma, Ed not only added greatly to my CV data, but he also threw in some unexpected information on Garland McKee's piece on the Katy F's! Ed had specific answers on much of the CV data that was only hinted at in photos and other sources. After a couple of phone conversations with him, I felt I had a good article that contained more comprehensive coverage than all the previous printed sources put together.

I sent drafts of the completed manuscript to Don and Ed, and they both made some additions and corrections which were incorporated into the article's final form. My only regret is that I couldn't give the article about eight more pages in the magazine, but I get the impression that Valentine, Krause, Beaudette and Shaughnessy are stirred up enough after this experience that one or more CV books is probably in the offing, so all the material should see print sooner or

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later. In the meantime, my thanks to all involved for their help.

Mother's Day

To a hard-core railfan, a sunny day is made for just one thing, chasing trains. Now, the fact that this day might be known to the rest of the world as Super Bowl Sunday or Memorial Day or Easter seldom has much effect on the truly dedicated railfan—except that the big holidays like Christmas will usually mean fewer trains because most railroads tend to shut down in observance. Take for example, Mother's Day. Now what could be nicer for a fan who's been cooped up all winter than a beautiful Sunday in May? The fans would remember that it was Mother's Day, wouldn't they?

At a recent slide session a friend was describing a trip he took last spring that found him at California's Tehachapi Loop on Mother's Day. There was the usual collection of fans on hand to watch the action that day, and their presence had been noticed by at least one train crew. Seeing all the cars and vans parked at the usual vantage points, an engineer commented about them on the radio to his conductor. Being a shrewd observer of human nature—especially railfan nature—the shack replied, "Yeah, they probably all took their mothers up there to watch trains for Mother's Day".

Jim

KODACHROME: R. T. STEINBRENNER

VARIATIONS IN YELLOW AND GREEN: Probably the "rarest" unit in the new Central Vermont paint scheme is GP9 4904. Overhauled and painted in the GTW Battle Creek (Michigan) Shops, the unit was accidentally damaged internally while en route to the CV in 1977. Unserviceable when it arrived, 4904 never put in a revenue mile on the CV before being returned to the GTW for repair. While at Battle Creek, the Geep was formally transferred to the GTW and was put into service on the Michigan railroad. Dick Steinbrenner caught the 4904 in its CV paint working a transfer run in Bay City, Michigan, on August 16, 1978. Wearing similar colors but a dramatically different scheme, two of the MKT's last three F-units (F7 72C and F3 70A) idled through the night at North McAlester, Oklahoma, on November 24, 1978. The F's are used on the McAlester to Oklahoma City run over Rock Island trackage. Garland McKee outlines this fascinating operation in his article on page 45.

KODACHROME: GARLAND McKEE

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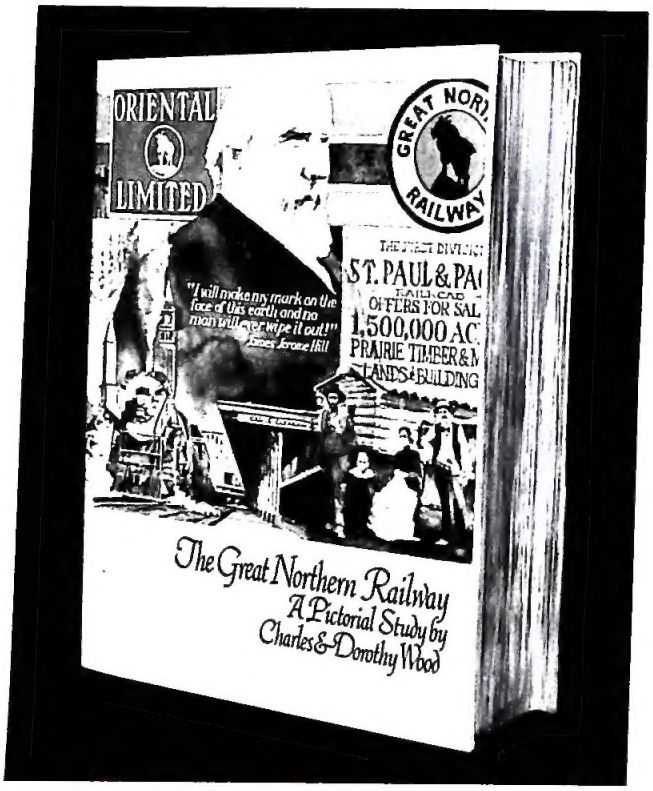
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